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of Quality
from the oldest
distillers in the
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Haig
THE FATHER OF ALL SCOTCH WHISKIES



SOLE AGENTS:

GANDE, PRICE & CO., LTD.,
HONG KONG.

秋 秋賣菓子春賣藥 **春**
AUTUMN Fruit finds a market in Autumn and drugs in the Spring SPRING

Avoid unpleasant drugs by the regular use of HORLICK'S MALTED MILK. HORLICK'S will give you the strength and vigour at all seasons so that you may enjoy the fruits of Spring and the pleasure of perfect health the whole year round.

A most delightful drink; HORLICK'S MALTED MILK is readily prepared by the addition of hot or cold water.

WINTER **HORLICK'S** **SUMMER**
THE ORIGINAL MALTED MILK
IN 4 SIZES
AT ALL CHEMISTS & GROCERS

Representative—Mr. H. M. HODGES, P.O. Box 3711, Shanghai.

PAN YAN PICKLE & SAUCE

You can take "Pan Yan" as often as you like and as much as you like. It aids digestion.

At all good
Storeskeepers.



MACONOCHE BROS. LTD.
LONDON, ENGLAND.



Drink more
Asahi Beer
it is
refreshing
and
invigorating.

Sole Agents:—
MITSUI BUSSAN KAISHA LTD.
HONG KONG.

Money and Markets

NATIONAL GOODS BANK IN CANTON.

Reports from Canton state that there is a movement there to establish a new financial institution to be known as the Kwok Fo Bank (National Goods Bank), the capital of which is said to be fixed at fifty million dollars. The main object of this concern is to advance money to farmers and to persons contemplating the establishment of new enterprises and industries. In other words, the bank is to assist those who are endeavouring to develop home industries in China.

The Canton Government is reported to be in touch with leading men in commercial and financial circles, discussing the drafting of a prospectus and an appeal for public subscriptions for shares. The Canton Chamber of Commerce is said to have approached a number of leading men in local business circles, and as a result of these discussions it is hoped that each of the leading branches of commercial business will undertake to subscribe for a block of shares in the new concern.

A telegram has been received from Mr. Chow Ting Fong, Chairman of the Canton General Chamber of Commerce, who is in Shanghai, reporting that feeling there is strongly in favour of the scheme, and that the public in the northern cities are very anxious to take up shares in the proposed bank. Mr. Chow, in his message to his Canton colleagues, expresses the hope that there will be similar enthusiasm in the southern city.

COUNTERFEIT BANKNOTES.

Since the Central banknotes have again come into general use, the public have found these notes of very great convenience in the transaction of business. It has been found, however, that the popularity of these notes has encouraged counterfeiters to turn their attention to the production of imitation notes. These counterfeiters are very cleverly made, and are calculated to deceive anyone who does not examine them very carefully. Special seals were recently adopted by the Finance Department for these Central banknotes, but the wily forgers have found a way to imitate these seals which closely detection unless the notes are closely examined in strong sunlight or under a powerful electric lamp. The counterfeiters have secured a number of notes which were formerly current in Hunan, Kiangsi, and Kwangsi, but are now worthless. They cleverly obliterate the seals on these notes and substitute imitations of the seals now being used, and the job is done so neatly and cleverly as to be almost impossible of detection by the average person handling banknotes.

A number of these counterfeit notes have made their appearance in Canton, and the public are warned to exercise the greatest care in accepting Central notes. It is feared that unless the Government takes prompt and efficient measures to deal with this fraud, a large number of people will find they have been swindled by accepting worthless notes.

"BLACK-FACED" SILVER COINAGE.

Although financial and commercial circles in Canton have done their best to maintain the stability of the "black" subsidiary silver coinage, the fact remains that the public in general will not take kindly to the use of these coins. Nobody seems to have any confidence in this "black" currency, and it is everywhere scornfully rejected as though it were made only of brass.

A few days ago a number of Canton bankers, probably acting as a result of recent rumours, sent several thousand dollars' worth of "black" silver coins to the Central Bank for conversion into notes. Upon examination, however, it was found that a proportion of these coins contained practically no silver at all, and the Central Bank consequently refused to accept any of the bullion. The bankers were naturally very indignant, and strongly denounced the Government for refusing to accept its own coins in exchange for notes, but the Central Bank stood firm, and would not accept the silver currency.

As a result of this incident, considerable public inconvenience has been caused, and citizens find, when they go to make purchases, that they are unable to pass more than about one-tenth of the silver coins in their possession at their face value.

The new 30-cent pieces are very seldom seen, for as soon as they were issued from the Mint they were packed in boxes and sent to the various sub-prefectures for the relief of the monetary difficulties in those districts.

CHINESE WOOLLEN AND COTTON TEXTILES.

Owing to the greatly increased popularity of the "Chung Shan" (modernised Chinese style) and foreign styles of clothing, the Ministry of Commerce and Industry has issued a memorandum to the various provincial governments, giving details of the various woollen and cotton textile goods now being manufactured in China. At the same time the Ministry strongly urges the people to buy these home-made fabrics, which are officially declared to be "equal, if not superior" to those imported from foreign countries. Some allowance must be made, of course, for patriotic exuberance in making this comparison.

THE SILK MARKET.

REPORTS FROM CANTON, SHANGHAI AND JAPAN.

Advices received by silk exporters in Hong Kong indicate that there is an increase of inquiries from America for November-December supplies from the Orient. European advices report the Lyons market quiet but firm. Manufacturers are fairly well supplied with orders, but lack the confidence necessary for operating in futures. The Milan market remains unchanged, with visible supplies of raw silk standing at more than one-half of last year's figures.

The Yokohama market developed considerable activity last week, accompanied by a rise in prices all round. Stocks at Yokohama show a total of 24,000 bales and at Kobe 6,550 bales, making a total of 31,450 bales, against 33,000 bales at the corresponding period last year.

The Canton market continues firm, with stocks reduced, the demand from Europe and the United States being still brisk. Shanghai remains strong also, but business in steam flatures is rather quiet. Tussah silks continue unchanged, while Tussah qualities have been in better demand, at rather firmer prices.

JAPANESE TRADE WITH CHINA.

FLOUR, CEMENT, AND PIECE GOODS.

Despite the anti-Japanese boycott, there have been considerable shipments of flour from Japan to North and South China, according to a Japanese merchant in Hong Kong who is interested in this trade. For the first eight months of the year, the export from Japan to China totalled some 3,530,000 bags, being roughly 50 per cent in excess of the export for the corresponding period last year.

There has also been considerable activity in the Japanese cement trade with China this year, the total export to the end of September reaching 1,600,000 barrels. This figure is roughly three times the total importation into China from other countries, the balance of the business to South China being shared by Indo-China and Italy.

Discussing the anti-Japanese boycott in the South, a Japanese merchant in Hong Kong said that although the agitators have talked a good deal about carrying on the campaign against Japanese goods "to the bitter end," as a matter of fact the demand for Japanese piece-goods has shown some improvement during recent weeks. Negotiations now going on between the Japanese Government and the Nationalist Government at Nanking are progressing favourably, according to advices received in Hong Kong from Japan, and Japanese merchants here are hopeful of better trade in the near future.

GOLD STANDARD IN JAPAN.

GOVERNMENT ACTION AWAITED.

[THROUGH REUTER'S AGENCY.]

Tokyo, October 23rd.
Following the joint recommendation of the Tokyo and Osaka clearing houses for an immediate or early restoration of the gold standard, it is hoped that the Government will take an early opportunity to indicate its gold policy, and for this reason the Finance Minister's speech at the general meeting of the Bankers of Western Japan at Osaka on November 13th is awaited with general interest. Meanwhile it is generally believed here that there is no likelihood of any immediate action on the part of the Government.

ARMY PLANS STOLEN.

BIG SPY ORGANISATION IN POLAND.

The police have discovered a widespread espionage organisation covering the whole of East Poland, with headquarters at Baranowice. Several hundred persons have been arrested, chiefly among the White Russian "intelligentsia." Although secrecy is being maintained, it is understood that a large number of military documents have been stolen.

A non-commissioned officer caught in the act of stealing mobilisation plans was tried by court-martial and shot.

SUSPECT THAT COUGH!

ARREST LUNG TROUBLE BY BREATHING PEPS HEALING FUMES.

So common are coughs at this season that they are apt to be neglected. Even that harassing cough which accompanies an ordinary cold or chill can seriously weaken and inflame the bronchial tubes. There is also the deep, chest-racking cough that nothing seems able to move, which is a harbinger of bronchitis, bronchial asthma and tuberculosis.

If you have a troublesome cough, or suspect any incipient chest weakness, be sure and take Peps. This famous breatheable medicine has rendered obsolete the old method of treating chest and lung troubles by swallowing drugladen mixtures into the stomach.

You simply strip off the silver preserving jacket and let a Peps tablet dissolve in the mouth, when it gives off healing, germicidal, chest-strengthening fumes. These Peps fumes are breathed naturally through throat and bronchi into the furthestmost recesses of the lungs. Peps soothe and disinfect the throat, banish coughs and colds, free the breathing, strengthen weak chests and, by healing the delicate lining of the air tubes, they fortify the system against flu, pleurisy and pneumonia.

Peps, which contain no harmful drug, are safe for children and adults. In handy sealed bottles of all dispensaries and dealers. Full directions enclosed. Agents: Messrs. A. B. Moulder & Co., Ltd., P.O. Box 388, Hong Kong.



STAG'S HEAD. BRITISH LAGER BEER.

VERY LIGHT—NO PRESERVATIVES.

\$19.50 per case
of 6 dozen pints
Or \$3.50 per dozen including
duty, delivered to your residence.

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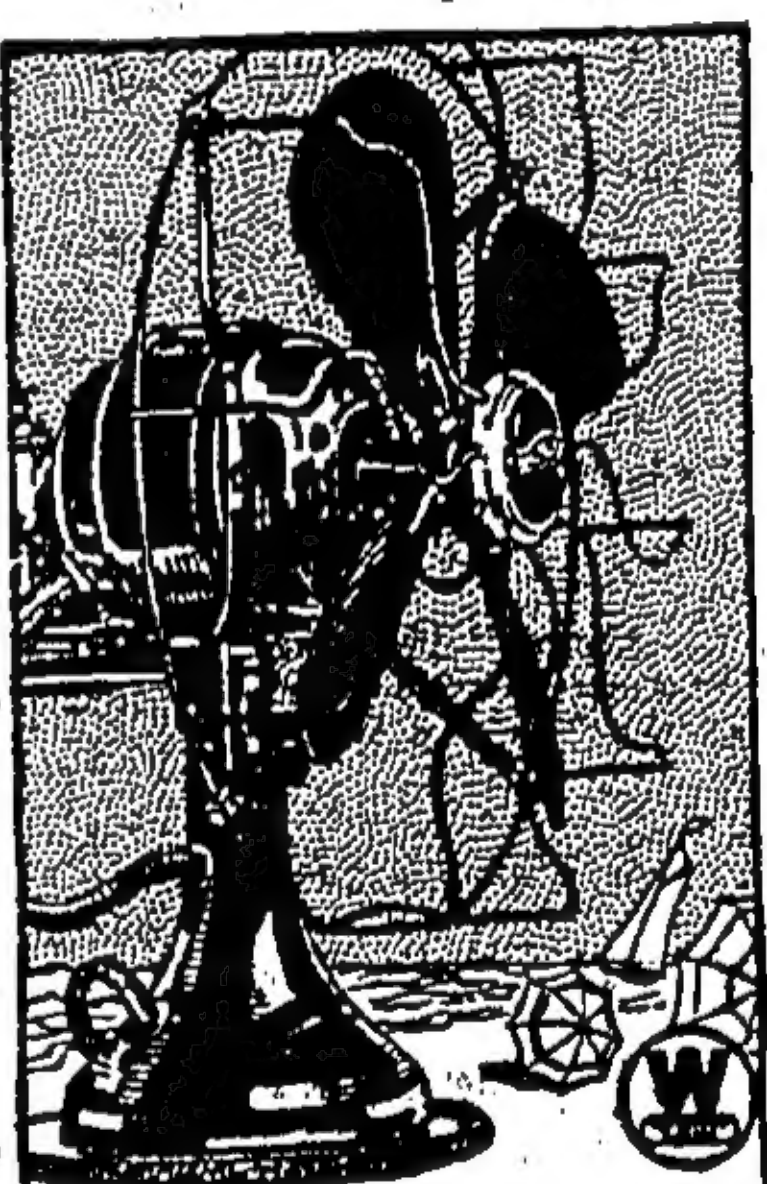
PRINCIPAL HOTELS, CLUBS & DEALERS

Distributors—GILMAN & CO., LTD.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

OCTOBER 23rd, 1928.	
H.K. Banks.....	\$1,335 buy, 1,330 sell.
Do.....	London.....2140 1/2 nom.
Chartered Banks.....	223 buy.
Mercantile Banks, A. & S.....	234 nom.
Do.....	0.....214 1/2 nom.
P. & O. Banks.....	221 nom.
East Asia Banks.....	\$77 1/2 buy.
Union Insurance.....	\$68 1/2 buy, 67 1/2 sell.
North China Ins.....	114 1/2 buy.
Yangtze Insurance.....	M. 350 nom.
China Underwriters.....	\$225 buy.
China Fire Insurance.....	\$275 buy.
Hong Kong Fire Ins.....	\$300 sell.
Douglases.....	\$394 nom.
H.K. Trugs.....	\$109 nom.
Indo-China (Fr.).....	\$120 sell.
Do.....	\$140 buy, 42 sell.
Shell Transport.....	118 1/2 buy.
Waterworks.....	\$23 buy.
Benguet.....	\$24 buy.
Kailan Mining Asia.....	71 1/2 nom.
Langkat (combined).....	114 1/2 nom.
Do.....	(single).....114 1/2 nom.
S'hai Explorations.....	114 1/2 buy.
Shanghai Loans.....	\$44 nom.
Bank of China.....	\$176 nom.
H.K. & W. Wharves.....	\$138 1/2 nom.
H.K. & W. Docks.....	\$37 nom.
China Provident.....	\$370 sell.
Hongkong.....	114 1/2 nom.
New Engineering.....	114 1/2 buy.
Shanghai Docks.....	114 1/2 buy.
Two Cottons.....	114 1/2 buy.
Oriental Cottons.....	114 1/2 sell.
S'hai Cottons (old).....	114 1/2 buy, 114 1/2 sell.
Do.....	(new).....114 1/2 buy, 114 1/2 sell.
H.K. & S. Hotels.....	\$290 nom.
H.K. Lands.....	\$67 nom.
Shanghai Land.....	114 1/2 buy.
Humphreys Estates.....	\$1570 buy.
H.K. Realities.....	\$315 nom.
H.K. Tramways.....	\$224 buy, 22.65 sell.
Peak Tram (old).....	\$13 buy.
Do.....	(new).....\$67 buy.
Star Ferris.....	\$1370 sell.
China Light (old).....	\$1830 buy.
Do.....	(new).....\$1830 buy.
Do.....	(1928 issue).....\$1830 buy.
H.K. Electric (old).....	\$524 buy, 524 sell.
Do.....	(new).....\$514 nom.
Macao Electric.....	\$384 buy.
Telephone.....	\$74 buy, 74 right.
Do.....	\$830 buy, 830 right.
China Buses.....	\$1350 sell.
China Traction.....	114 1/2 buy.
Do.....	(Fr.).....18 1/2 buy, 18 1/2 sell.
China Sugar.....	\$11 nom.
Malayan Sugar.....	\$19 buy.
Canton Ice.....	\$31 nom.
Messrs. A. B. Moulder & Co., Ltd.,	P.O. Box 388, Hong Kong.



Why not have the
cooling comfort
of a

Westinghouse Electric
Fan?

Reiss, Massey & Co., Ltd.

Sole Distributors

FOR HONG KONG AND
SOUTH CHINA.

Westinghouse

Cement (combined).....	\$2.80 buy.
Do.....	(old).....\$2.20 nom.
Do.....	(new).....\$1 1/2 buy.
H.K. Rope (old).....	\$17.50 nom.
Do.....	(new).....\$17.50 nom.
United Asbestos.....	\$224 buy, 22.80 sell.
Dairy Farms.....	\$35 nom.
Watsons.....	\$224 buy, 22.80 sell.
Der A Wings.....	\$3.50 nom.
East Crawfords.....	\$3.00 buy.
Mackintosh.....	\$20 nom.
Sinobros.....	\$34 buy.
Wm. Powells.....	\$3.50 buy.
H.K. Amusements.....	\$394 buy, 30 sell.
H.K. Construction.....	\$11 buy.
S'hai Indus. G. & B.....	\$4 1/2 buy.
H.K. Govt. Loans.....	\$7 prom. buy.
buy—buyers; sel.—sellers; sa.—sales;	nom.—nominal.

(Continued at foot of next column.)

ANNOUNCING
THE SECOND ANNUAL

GARDEN FETE

(In aid of St. Peter's Church and Club Funds)

The Fete will be held in the Grounds of
THE SEAMEN'S HOME, WEST POINT
On November 3rd, from 2.30 to 11 p.m.

STALLS SIDE-SHOWS
DANCING MUSIC
CONCERT

And Many Other Startling Attractions.

COME and SEE! COME and BUY!

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Parfumerie Rigaud

ETABLISSEMENTS RIGAUD,
PARIS.

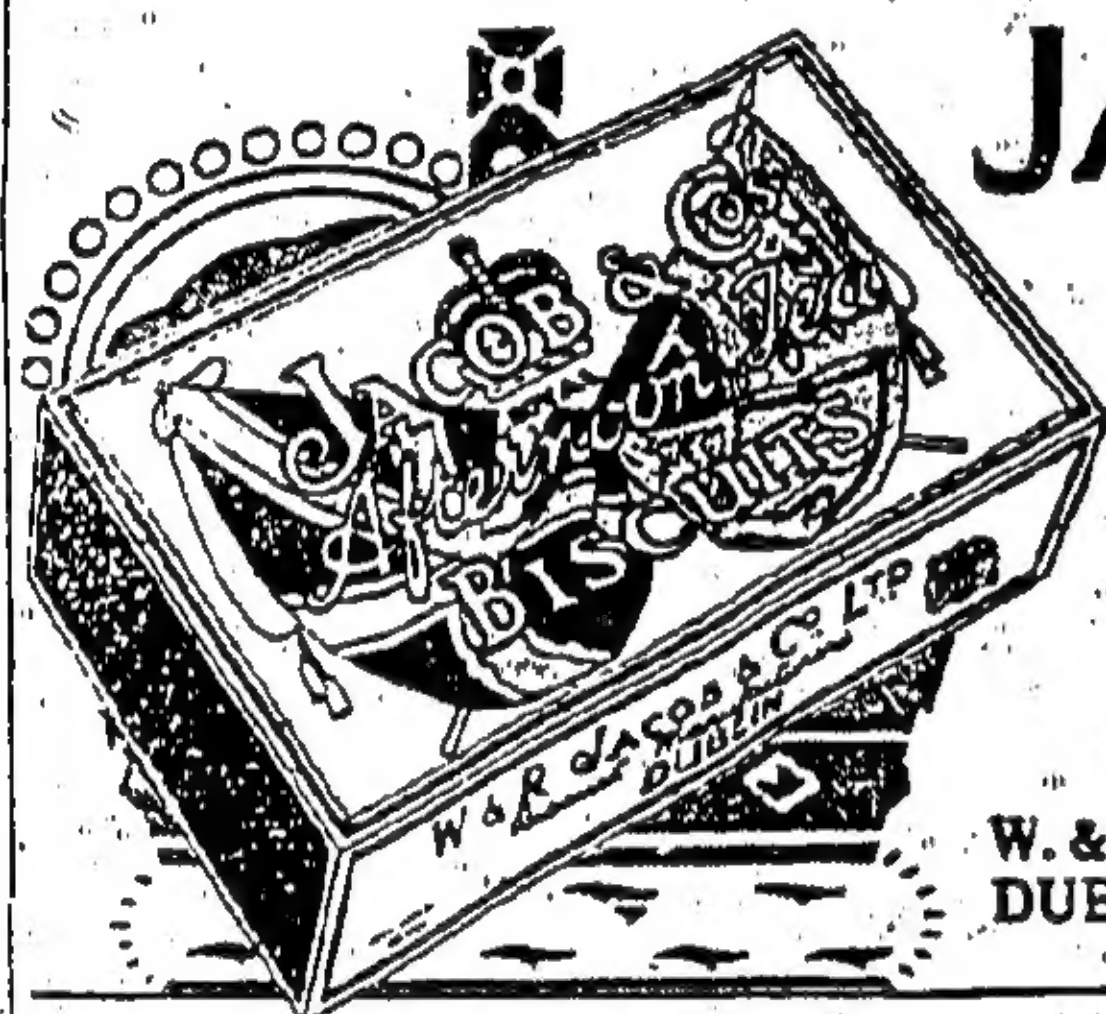
"MARY GARDEN"

Perfumes
that sell themselves

because the packing is attractive, the contents
immaculate and the price amazing. Copious
selection with or without alcohol from stock
goes to scents for the Smart Set.

AGENTS:

VICENTE ATIENZA & CO.
No. 54, NATHAN ROAD, KOWLOON.
TEL. K. 155.



JACOB'S
ROYAL
AFTERNOON
TEA
BISCUITS

A daintily tempt-
ing assortment
that makes tea-
time a treat

W. & R. JACOB & CO., Ltd.
DUBLIN INELAND

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

Leb's Trade and Shopping Guide of Hong Kong

July 1928 to June 1929

AN ANGLO-CHINESE DIRECTORY

CONTAINING:

Maps of Hong Kong's Business Section showing
Buildings and House Numbers.
Government Offices and Justices of the Peace.
Alphabetical list of Firms and names of staff.
Classified lists of over 150 classes of Business,
Trades, Professions, Shops, Associations, etc.
Practical Information and Abridged Time Tables
of Railway, Tramways, Buses, Ferries, etc.

"Is excellently arranged and will be very useful."
Hong Kong General Chamber of Commerce.

"Is exceedingly informative, and cannot but be help-
ful to anyone having occasion to refer to it."
Chinese Chamber of Commerce, Hong Kong.

STRONGLY BOUND IN
CLOTH AND SOLD FOR

ONLY \$1.00

Obtainable from LEB'S, 10 Queen's Road Central,
Brewer & Co., Sayce & Co., Lee Yee, Peak Tramway Book
Shop, Star Ferry Book Shop, and forty other stores.

AMERICA'S RED-HOT
GOSPELLER.

APPREHENSIVE LONDON.

UNWANTED WOMAN
EVANGELIST.HER "ADVENTUROUS"
CAREER.

LONDON, September 29th.
There is already considerable
anxiety in evangelical and other
circles with regard to the proposed
mission in this country of Mrs.
Aimee Semple McPherson, the
notorious woman evangelist of Los
Angeles, California.

She is coming to this country at
the invitation of the Elm Four
Square Gospel Alliance of Brixton.
The Albert Hall, Knightsbridge, has
been booked for her meetings.

Mrs. McPherson is what the people
of the United States describe as a
"hot-gosPELLER" of the most blatant
type.

Her methods are those of the
showman—and the business man.
She bangs the drum, but she also
keeps a close eye on the receipts,
and it is admitted by the Secretary
of the Elm Four Square Gospel
Alliance that she will share in any
profits which may be made as the
result of her mission in this coun-
try.

Those interested in serious evan-
gelical work in the British Isles
are alarmed by the threatened ar-
rival of Mrs. McPherson. A pro-
minent evangelical worker said:

"It would be better for the church-
es and everyone concerned if
she never came here. Her methods
are not those of which English
workers approve. Unfortunately,
it is always the experience that
her missions sow discord in the
churches and divide congregations
against themselves. I could wish
that her journey to England
could be prevented.

That wish, widely held, cannot
apparently be fulfilled, not by
means of the law, at any rate.
Inquiries have been made in the
responsible Government department
and there is no regulation under
which a woman of Mrs. McPherson's
description can be prohibited from
landing in this country. She is a
subject of a friendly nation visiting
Britain in the ordinary way. The
Order in Council dealing with the
admission of aliens into this country
makes no provision for dealing with
"hot-gosPELLERS." In the United
States the authorities have power
to exclude aliens on all kinds of
grounds, which can have a wide
interpretation.

Central Figure in A Scandal.
Even if regulations were similar
in this country, Miss McPherson
would still be admitted, for although
she was the central figure in an
astonishing scandal, proceedings
which were initiated against her in
the Californian courts were drop-
ped.

It was after she returned to
America from a visit to England in
the early part of 1926 that this in-
cident occurred. In May of that
year she went bathing at Ocean
Park, California, and when she came
out of the water a man and a
woman, according to her own story,
induced her to walk across the sands
to a motor-car to pray for a dying
child. Then, she says, a sponge
was pressed over her face and she
lost consciousness. When she awoke
she was in a wretched hotel in
Mexico, where she was held to ransom.

Everyone thought she was drown-
ed, and funeral services were held
in the church at Los Angeles which
she conducts. Then, on June 24th,
she made a dramatic reappearance,
declaring that she had escaped from
the bandits who had captured her,
and had run until she was exhausted.
There were strange rumours
in connection with this episode, and
eventually she was arrested on a
conspiracy charge, it being alleged
that instead of being kidnapped she
was actually staying in a cottage at
Carmel-by-the-Sea.

The whole of America became in-
tensely interested in the case, and
remarkable revelation with regard
to Carmel were promised when the
Public Prosecutor suddenly dropped
the proceedings and Mrs. McPherson
was released.

Divorced.

The evangelist, who was divorced
by her husband about seven years
ago, has come to Europe accom-
panied by her son and daughter.
At present she is touring the Con-
tinent, and has gone on to Switzer-
land after spending some time in
Paris, where she, according to her
own statements, made a point of
visiting places which are generally
eagerly sought after by persons who
are certainly not true evangelists.

She is due to open her mission at
the Albert Hall on October 7th. In
the meantime it is possible that all
alteration in her plans may be deem-
ed necessary, for an American now
in London said:

"From what I know, of Mrs.
McPherson and her work in the
United States, I would suggest
that she is one of the last persons
who should be admitted to the
British Isles. She can preach all
right, but, for my part, I do not
think it the right kind of preach-
ing. It leads to discussion, and
it may be that her presence in
London would lead to religious
disturbances. Could she not be
debarred as a person likely to
occasion a breach of the peace?"

£700,000 GIFT TO
"CAMBRIDGE."PROVISION OF A NEW
LIBRARY.

The offer of a gift of £700,000
from the Rockefeller Foundation to
Cambridge University was an-
nounced last month in his valedic-
tory address to the Senate by the
retiring Vice-Chancellor, the
Rev. G. A. Weekes, Master of
Sidney Sussex College.

He referred to the problem of
the University Library, which had
been before the authorities for nearly
half a century, and had during
the past ten years given cause for
grave anxiety.

The cost of carrying out the
plans, provisionally prepared by
Sir Giles Gilbert Scott, he added,
was estimated at £300,000 for build-
ing and maintenance. Last year,
after a careful survey of the re-
sources of the University and the
needs of its various departments,
the Financial Board informed the
Council that it was possible to
finance half that amount, and to
erect a substantial part of the new
building. This was made possible
by a bequest from the late Rev.
J. H. Ellis of about £65,000 and
by the provision of £25,000 from the
funds of the local examinations
syndicate. The remaining cost of
the first section of the building
would be met by a loan to be re-
paid over a period of fifty years.

PARALYSED FOR 8 YEARS; POO ON HERBS
MADE HIM WELL.

Mr. L. F. Carver for eight years
business associate of Mr. B. F.
Decker both residing at the Ingle
Cave, near Modesto, California
gave the following statement in
regard to Poo On Herbs. He says:
"About eight years ago while I was
in Oklahoma City, I was taken
down with typhoid fever. Soon
after I got up from that I had a
severe stroke of paralysis. I doctored
with six physicians and all
said that there was no cure for me,
as they had done all to their
ability for me, as I was in a hope-
less condition. I then tried the
chiropractic school. They said all
they could do was to prolong my
life a little but that I would be a
cripple for life. I tried them
off and on for the last eight years,
but I gradually grew worse. My
right side from head to foot was
paralyzed. I could not use my left
eye, it stuck to one side and seem-
ed dead. My fingers had no feel-
ing. If I picked up a nail I did
not know if I had one or three.
My right leg was also paralyzed,
when I walked I had to drag my
foot. I could not bend my knees
or my ankles. Then I came out
to Modesto, California. Here I
had the second stroke nearly a year
ago. Then my mind gradually
grew weaker. Six weeks ago I
could not remember from one day
to the next and was unable to talk
much because I could not think. I
was paralyzed and could not do any
work at all. In fact I was never
able to do real labour after the first
stroke. I ran a carpenter by trade
and for a long time I have not
been able to file a saw because of
my eyes. After I came to
Modesto, I heard about the
Herbs and what they have done
to thousands of people in Modesto
here. The herbs have cured all
different ailments. My business
associate Mr. B. F. Decker and I
called at Poo On Herbs Co. After
the consultation with the Herbalist
I decided to try his herbs. After
using it for four days my condition
was wonderfully improved, and in
two weeks I could walk as well on
my right as on my left foot. I
could bend both knees and ankles.
My right foot got so much better
and I could move it and now after
taking the Poo On Chinese Herbs
for six weeks I can see to file a
saw, I can pick up nails and tell
if I have one or more. The feeling
having returned to my fingers and
my right hand is as good as my
left. Before I took the herbs I had
no pulse in my right hand and now
the pulse in that hand is as good
as in the left. I can work with a
pick and shovel now, and I could
not do that for eight years. I can
remember things now and my head
is much clearer I can converse in-
telligently and think clearly. Off
and on during these eight years I
have had fainting and dizzy spells
and small strokes and paralysis.
Now this is gone and I have gained
9 pounds, already. Recently
through some of his friends we
learned he had returned to his home
in Oklahoma six years later. Re-
ports say he is in excellent health,
and feeling perfectly normal in
every respect.

Five in One Family.
Mr. J. F. Cramer, wife and three
children of 431, Virginia Avenue,
Modesto, Cal., U.S.A. suffered with
grippe and bronchial pneumonia.
Neighbours all said they had the
flu. Mr. Cramer's testimony is as
follows: "My boy David 14 years
old took down with fever, chills
and ache all over the body, cough
and bronchial pneumonia and was
sick at his stomach. I had heard
of the Poo On Chinese Herbs
curing the flu so quickly. I called
and got some herbs right away.
The boy took only three packages
and was cured in three days. My
wife also took down with the same
trouble. After taking some herbs
from Poo On Herbs Co. she speedily
recovered.

My two girls, Neola and Mildred
also had what they call the flu.
One took only one package of herbs
and the other took two. They were
also speedily cured. I myself had
the same complaint I took some
herbs and I neither had to stay in
bed or suffer any bad effects.
While my wife was sick a neigh-
bour of ours called on us and told
us to get a physician. I knew the
herbs had cured my boy fast and
I did not want to try anything else.
A few days ago the same woman
who told me to get a physician
took down with the same trouble
we had. Physicians called it the
flu and she was put in the quaran-
tine. She was treated by phy-
sicians, a few days ago she died
and was buried. She had been an
expert flu nurse in our neighbour-
hood.

Thousands suffering from catarrh,
bronchial and lung trouble, throat,
cough, asthma, hay fever, malaria,
stomach trouble, indigestion, con-
stipation, gastritis, piles, diarrhoea,
fistula, heart disease, eczema,
scorbuta, female trouble, nervous-
ness, insomnia, obesity, kidney,
bladder trouble, Bright's disease,
diabetes, rheumatism, neuralgia,
dyspepsia, prostrata, epileptic fits,
nervousness, tumors, ulcers, pimples,
dizziness, headaches and many other
chronic diseases, have been restored
to health and happiness without
poisonous drugs or the knife, by
the Poo On Chinese Herbs.

University's Part.

Since then, Dr. Weekes proceeded,
an offer had been received from the
International Board of the Rocke-
feller Foundation, which included
a contribution to the Library of
not less than £250,000, a sum which
would enable them to undertake the
building of the complete library
without delay. This offer formed
part of a larger proposal, which
provided for certain developments
in the physical and biological
studies of the University, which
had for some time been regarded as
urgent.

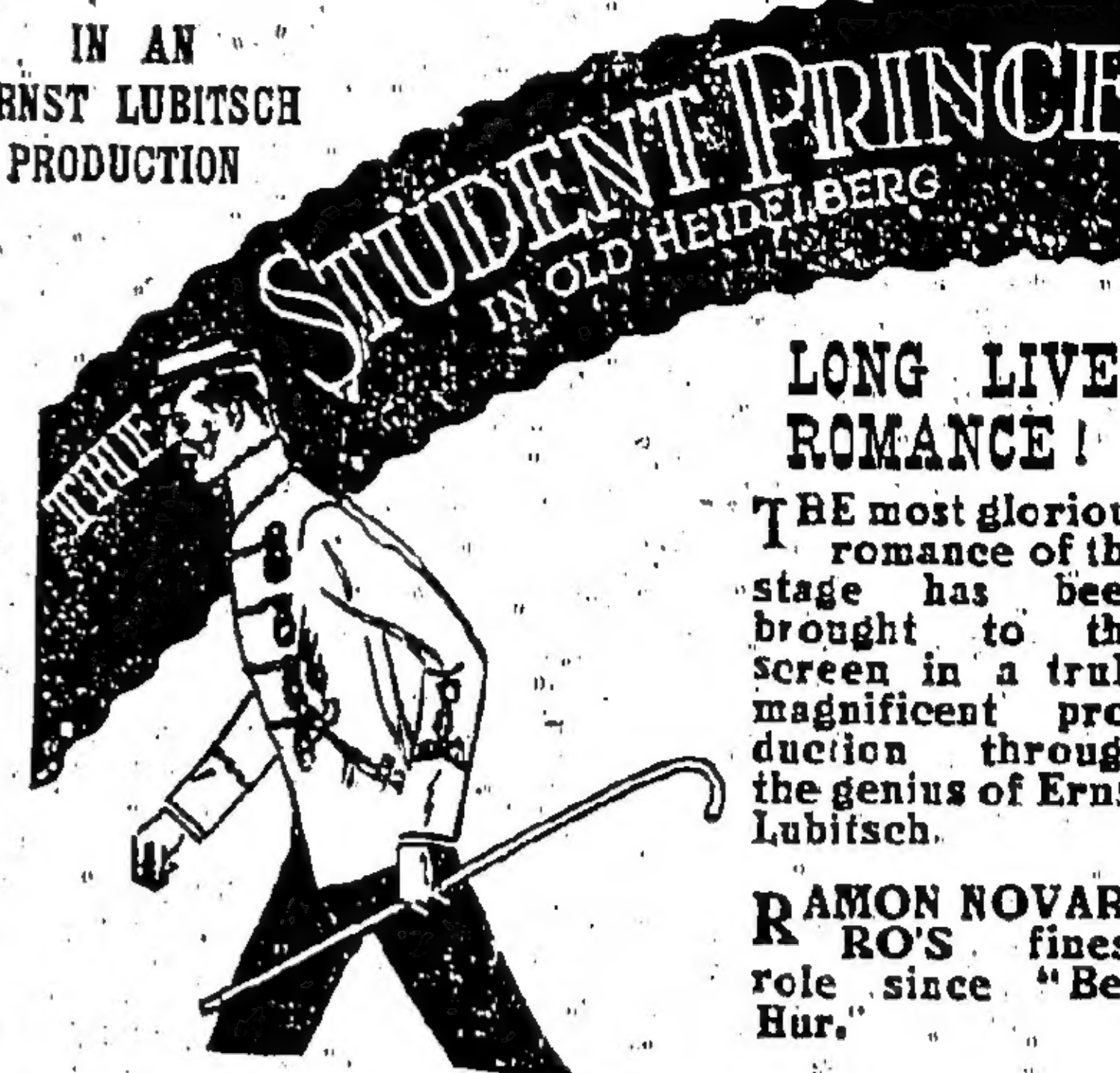
The offer in its entirety had yet
to be laid before the University. It
amounted to a gift of £700,000 ster-
ling. The condition attached was
one which the International Educa-
tion Board was accustomed to make,
namely, that the University should
raise the balance of the sum re-
quired for the completion of the
whole scheme.

Inasmuch as the resources of the
University were already pledged to
the provision of the Library, the
Vice-Chancellor concluded, it would
be necessary to raise from other
sources the balance of £225,000 re-
quired for the fulfilment of the con-
dition mentioned. If the University
was able to accept this splendid
offer of assistance, not only
would the whole cost of the build-
ing and providing for its main-
tenance be met, but a new and
magnificent opportunity of advanc-
ing its physical and biological
sciences would be put into their
hands.

The new Vice-Chancellor, the Rev.
T. C. Fitzpatrick, President of
Queen's, was admitted to office.

RAMON
NOVARRO,
NORMA
SHEARER

and JEAN HERSHOLT

IN AN
ERNST LUBITSCH
PRODUCTIONLONG LIVE
ROMANCE!

THE most glorious
romance of the
stage has been
brought to the
screen in a truly
magnificent pro-
duction through
the genius of Ernst
Lubitsch.

RAMON NOVAR-
RO'S finest
role since "Ben
Hur."

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

STIRRING action, mystery, suspense and, to knit the
absorbing plot together, a throbbing love story!

AT THE **WORLD** TO-DAY TO SATURDAY
Special Times and Prices.
Orchestra 5.00 & 9.30. Interpreter 2.30 & 7.15.

ADOLPHE MENJOU

IN
**THE GRAND
DUCHESS
AND THE
WAITER**

Based on Alfred Savoir's
great stage success.



AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

A CHILD'S STRANGE
ILLNESS.THOUGHT TO HAVE "FOOT-
AND-MOUTH DISEASE."

The case of a child of six at Mow
Cop, Cheshire, who is thought to be
suffering from foot-and-mouth dis-
ease is attracting the attention of
medical officers and officials of the
Ministry of Agriculture. The child
is not in bed, but has been confined
to its home. The symptoms are
identical with those which affect
cattle, but doctors say that the dis-
ease is not serious in human beings
and is very rare. It appears that
there is no regulation compelling
the child to go to an isolation hos-
pital, or one which enforces com-
plete isolation.

The family had been getting their
drinking water from a tub, which
is also said to have been used by
some cattle. What is puzzling the
officials is the fact that there is
no foot-and-mouth disease in the
county, nor has there been an out-
break in Mow Cop for several years.

Meanwhile the doctors who have
diagnosed the case are waiting for
a report on the case from the Man-
chester laboratory, where some
serum is being tested. How to act
in the event of the report confirm-
ing the diagnosis is giving those
who are regarded as the responsible
officials a good deal of difficulty.
The police have no jurisdiction in
the matter, nor, apparently, have
the medical officers, since there are
no regulations governing such a
case.

The children is being carefully
watched and any further develop-
ments will at once be reported.

MARCHANT'S

SIR?



Certainly.

What else

should I

drink?

MARCHANT'S
Gold Label
Whisky.

In Between



You know that period of the year, both now and again in the Spring when our climate is uncertain. Some mornings and evenings are cold, but not cold enough to need an overcoat, yet an extra garment is needed.

For this "in between" season a "BRAEMAR" Woollen or Full-over meets the requirement.

Made in Scotland in pure wool in a delightful range of colours and designs, and being "Scotch" Knit they are sturdy made to withstand hard wear. The very thing, too, for wear after a strenuous round of Golf or a hard set of Tennis.

Call and see them at

MACKINTOSH'S,
MEN'S WEAR SPECIALISTS

Alexandra Buildings,
Des Vaux Road.

Five Kings?



Yes—
when the fifth is
"KING GEORGE IV."

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"KOSIKLAD"
DRESSING GOWN



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"KOSIKLAD"
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CUT WITH AMPLE FULLNESS
FROM AN EXCELLENT QUALITY
RIPPLE CLOTH IN THE COM-
FORTABLE STYLE AS ILLUSTRATION.

COLOURS ARE: FAWN, CAMEL,
SAXE, CARDINAL, PURPLE,
WITH BROAD RAYURES, AND
CUFFS IN CONTRASTING COLOURS.
A VERY USEFUL AND BECOMING
GARMENT FOR NEGLIGE WEAR.

STANDARD
VALUE **3.95**
EACH.

NEW WOOLLIES, NEW COATS, NEW FELT HATS,
NEW SHOES,
LADIES' OUTFITTING DEPARTMENT.
WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C.
WOLFE, C.M.G., CAPTAIN SUPER-
INTENDENT OF POLICE.]

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held as usual on Tuesday, October 23rd and 30th, at 8 p.m. sharp.

Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on Thursday, October 25th, at 5.30 p.m. sharp for Squad Drill under Serjt. Condon. Dress: Multi.

Chinese Company.

Constable R30 Edwin Howqua has been taken on the strength of the Chinese Company as from October 15th. Constable R30 Ma Ping Wa is permitted to resign on leaving the Colony and upon completing one full year's service with effect from October 15th.

PARADE.

All advanced men of the Chinese Company will parade at the Central Police Station on Thursday, October 25th, at 5.30 p.m. sharp for Rifle Exercises, Extended Order and Baton Drill under Serjt. R. J. Hunt. Dress: Multi; rifle, belt, side arms, and truncheon to be carried.

REVOLVER PRACTICE.

All advanced men of the Chinese Company (those who have passed Part II. of Training Course) will attend at the Kennedy Road Range on Sunday, October 28th, for revolver practice under Inspector Booker. Firing will commence at 9 a.m. sharp. Dress: Multi; those in possession of private revolvers may bring them.

SIGNALLING SQUAD.

Twelve members of the Chinese Company to be detailed by the Company Commander will attend a class for instruction in Signalling under Mr. R. C. Wilson, to be held at the Company's Headquarters on Thursday, October 25th, at 6.45 p.m. sharp.

Indian Company.

Constable R220 Kandhara Singh has taken on the strength of the Indian Company as from October 15th.

PARADE.

All ranks of the Indian Company are reminded of the parade to be held at Central Police Station on Tuesday, October 23rd, at 5.30 p.m. sharp, for details, see last week's orders.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, October 23rd. Fall in at the Tsimtsatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, October 25th. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

REVOLVER PRACTICE.

Those members of the Flying Squad who have passed Part II. of Training Course will attend at the Kennedy Road Range for revolver practice (advanced course) under Inspector Booker on Sunday, October 28th, at 11 a.m. sharp. Dress: Uniform or multi optional.

Sharpshooters' Company.

NIGHT FIRING PRACTICE.

Members are reminded that night revolver practice will be carried out at Kennedy Road Range on Wednesday, October 24th, at 9 p.m.; they will assemble at the range at that hour with revolvers and belts.

(Sgd.) W. KERR, A.S.P.,
Adjutant.

Hong Kong, October 23rd, 1928.

NEGRO CAPITALIST KIDNAPPED.

Four white men kidnapped Casper Holstein, a negro capitalist, from the heart of Harlem's "belt" last month, and are holding him for a ransom of \$50,000.

They seized him as he was leaving an apartment just after midnight—which is far from being a quiet time in that part of Harlem—and threw him into a motorcar. Holstein's chauffeur gave chase in his master's high-powered car, but the big limousine was unable to turn the street corners as sharply as the kidnappers' smaller car, and soon lost track of it.

In the afternoon the kidnappers telephoned to the Turf Club, of which Holstein is president, demanding a ransom of \$17,000 and later made two other demands, raising the ransom to \$50,000. Holstein is considered to be one of the wealthiest negroes in Harlem. He made a fortune in real estate.

SHANGHAI KIDNAPPERS ACTIVE.

TWO MERCHANTS SEIZED IN STREETS.

SHANGHAI, October 23th.

A fresh gang of armed kidnappers went into action last night, two Chinese merchants being spirited away in motor cars by armed bandits, and another case reported in which no complainant had been discovered at the time of going to press. In this last case police were warned that a suspicious looking car was waiting in a certain part of the central district. Upon investigation, no car was found, but it was reported that a Chinese had been kidnapped. No information as to the identity of the kidnapped man could be obtained from those in the neighbourhood, and detectives were trying last night to trace the report to its source.

There is a remarkable similarity in the other two cases definitely established, which lends colour to the belief that they were the work of the same gang. About 9.30 last night a Chinese merchant returning to his home in Lokaiwei, French Concession, was seized by armed men and pushed into a waiting car, No. 6482, which was immediately driven off.

Between 7 and 7.15 p.m. in Kiu-kiang Road, near Tibet Road, a Chinese merchant who resides at No. 325, Kiu-kiang Road, was held up by three men, two of them armed while going along in his own motor. The vehicle was stopped and he was dragged out and into another car, No. 6348. No trace had been found of him late last night. —S.C. Daily News.

BETRAYAL OF BARCA MONGOLS.

MOSCOW PROMISES HELP BUT FAILS.

HARBIN, October 2nd.

The Barca revolt is now a thing of the past and the real reason why it was a failure was that the promised Russian help never appeared. At the head of it were two young Mongols from Moscow, who conceived the idea of making this territory independent again and throwing off the Chinese yoke. Their object of hampering the western section of the C.F.R. had the approval of the U.S.S.R. authorities, who promised them more than moral support as soon as their activities started.

Arriving in the Barca district, the two Mongols started at once to raise an armed force among the Barguts, but with indifferent success, for it is stated that not more than 600 young Mongols joined. They began their warlike operations with very little ammunition and no commissariat at all, relying upon the Russians to lend them assistance after their first raids. The Russians backed out at the last minute, hence the attempt was abortive, for the Chinese not only sent armoured trains to the endangered spots, but also cavalry detachments inland. All Mongols living in this territory are now made to suffer, and are having their sole means of livelihood, their cattle, wrested from them, for the Chinese detachments are rounding up all the cattle they can find and driving them into Chinese territory. —N.C. Daily News.

PROF. EINSTEIN'S HEALTH.

VIOLIN-PLAYING STOPPED.

Professor Einstein's new scientific work will soon be ready to be handed to the Berlin Academy of Science, according to a statement made in an interview published in the "Berliner Abendblatt." He receives visits as often as his health permits from his assistants from Berlin, and has one young Hungarian staying in the house. This is the only other person besides his wife and sister allowed to see him in his small seaside villa on Luebeck Bay—on the Baltic coast—where it is hoped that he will recuperate till the end of October.

Prof. Einstein has been very seriously ill since last March, and considers it a great feat thus to have been able to lie quietly for many months in his home, secluded from the world. It was thought that he was on a lecturing tour. No statement concerning him was ever contradicted.

He declares that though his body is very feeble, owing to severe heart trouble, his mind has continued exceptionally acute throughout the duration of his illness. The enforced quiet has furthered his powers of concentration. He is read to in the morning—Tolstoy, Dostoevsky, and Schopenhauer—but sits alone in a little wood in the afternoon and ponders the deep problem now occupying him.

Four doctors regulate his life and do not permit any violin-playing—his favourite recreation. He has begun in desperation to improvise on the piano.

LOADING CARGO ON SUNDAY.

"ORDINANCE TO PRESERVE SANCTITY OF SABBATH."

THE CASE OF THE "TAI LEE" REHEARD.

That the ordinance preventing a steamer from working cargo on Sundays, unless by special permit, only applied to British National's and that it had been created in order to preserve the sanctity of the Sabbath, was the argument put forward by Mr. M. K. Lo, at the Marine Court yesterday morning when the case against Captain E. Midgeley, master of the s.s. Tai Lee was reheard before Commander J. B. Newill, N.R., D.S.O.

Capt. Midgeley, it will be remembered, was fined \$250 on August 22th on a summons for working cargo on Sunday, without a permit from the Harbour Authorities. Evidence given at the previous hearing was to the effect that on August 19th, which was a Sunday, a Police Sergeant saw about 100 bags of sugar being taken on board. These goods were distributed to various people on board the ship, and they in turn stowed them in baskets and bags among their belongings.

It was also stated that no freights had been paid for the goods, but the compradore of the ship was seen to be checking the bags as they went on board.

The Omnipotent "Runners."

Submitting that he had no case to answer, Mr. Lo said that if his Worship was in any doubt, he would put the compradore of the ship in the witness box.

The Magistrate held that there was a case to answer and the compradore was accordingly called upon to give evidence. He said that the vessel was chartered to the Yee Lee Company and that the owners had nothing to do with the running of the ship.

The Tai Lee came into port on Friday, August 17th, and her cargo was completely discharged on Saturday morning. Loading was commenced on Saturday afternoon and no further cargo was taken aboard after Saturday night. The manifest had also been made out from the tallyman's book, which witness produced in Court.

Witness also stated that the ship had about 60 or 70 runners and each one of them was allowed to take a certain amount of luggage. They were on board as guides to returning emigrants and had the right to take with them a certain amount of personal luggage without paying freight to the charterers or owners.

In answer to the Court Mr. Lo said that these runners were tolerated and without them passengers would book their tickets elsewhere. Witness, continuing, said that these runners would form themselves into a syndicate to purchase articles which would be saleable at the other end. These goods would be addressed to passengers before they were taken on board.

In answer to his Worship, witness said that each runner was allowed to bring on board three or four bags of about five catties each.

His Worship: But supposing each man brought a ton on board?

Witness: That would come under the category of cargo.

In Favour Of The People.

In his final submission, Mr. Lo said that he had no case to answer because the ordinance preventing a steamer to work cargo on a Sunday was created to preserve the sanctity of the Sabbath. It was a British ordinance for British nationals and as such did not apply to people who were not Christian. In the same ordinance, Mr. Lo added, the word "cargo" was not defined and what was "not cargo" was defined. On the facts of the case, he would emphasize that the goods mentioned by the Police were not cargo but personal effects of the runners.

The strict construction of the ordinance was that the ship's crew and officers should not be made to work on Sundays, unless by a special permit, and in this case, he submitted, the ordinance had not been infringed upon in any way because runners of the ship had been seen taking goods on board.

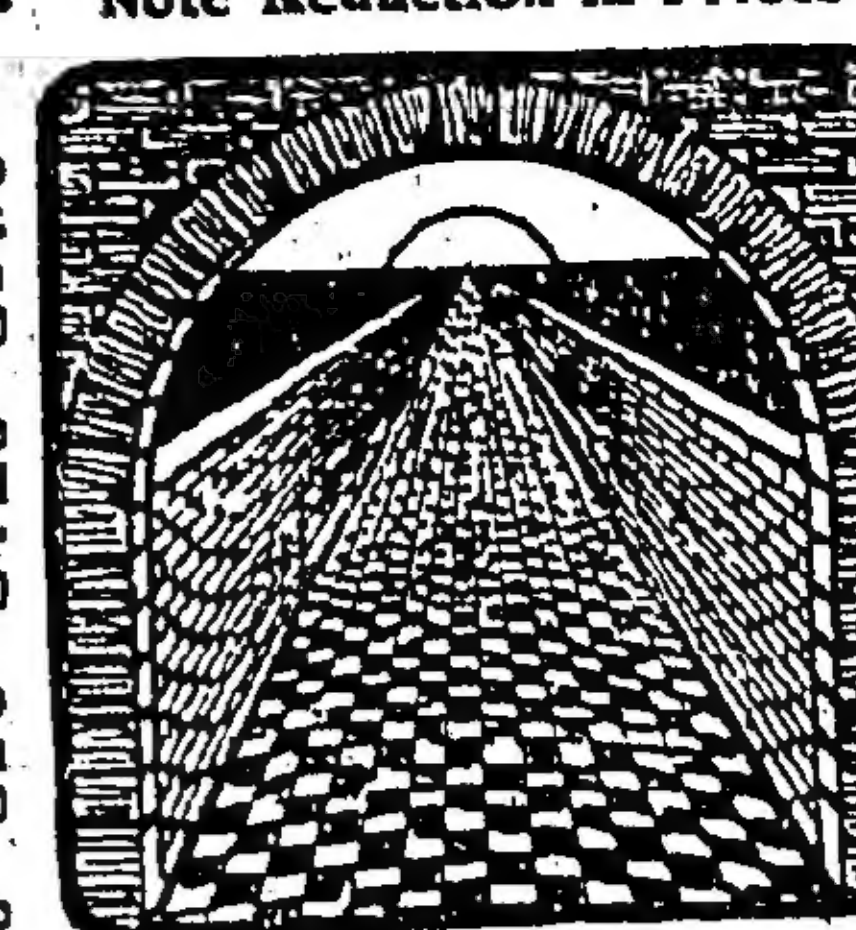
Continuing Mr. Lo said that it would be absurd to suppose that the master of a ship would run at once to the Harbour Office to take out a Sunday permit when he saw a runner coming on board with a couple of bags over his shoulder. The case, he said, was one of great importance to owners, charterers, and masters of steamers, inasmuch that runners had been employed by West River steamers for many years and that it would be preposterous to penalise the owners, charterers or the masters for something which had always been allowed.

Judgment was reserved, his Worship announcing that he would deliver it on Friday.

KAIPING HOUSEHOLD COAL

In Lots of not less than 1-ton:—

Delivered to Peak District (above Bowen road), \$23.00 per ton.
Delivered to Bowen Road and Lower Levels, \$21.00 per ton.
Delivered to Pokfulam Road, \$23.00 per ton.
Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

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TO-NIGHT

At 9.15 p.m.

THEATRE ROYAL

Recital By

MOISEWITSCH

Most Popular Pianist of the Day.

Prices: \$4, \$3 and \$2.

Booking at
MOUTRIE'S.

Direction:
A. STROK

Announcing the First DINNER DANCE

of the Season,

Saturday, November 3rd.

SPECIAL LICENCE TILL 1 A.M.

LANE, CRAWFORD, LTD.

A LUCKY CAPTURE OF HEROIN.

HARBIN POLICE SECURE
\$30,000 WORTH.

HARBIN, October 2nd.

Quite by chance, the police have come into possession of some 30 kilos of Heroin, valued locally at about \$30,000. A Japanese and a Chinese, calling at the parcel department of the head Post Office, took delivery of thirty parcels coming from Hamburg. Once outside the building, they called a drosky and placed the parcels in it, but before they got in a hot argument took place between the two. The Japanese insisted that they drive to the Pristan, whilst the Chinese wanted to go to Machiakou.

Neither would give in, so the Japanese got hold of another of his compatriots, and both insisted, notwithstanding the hot protests of the Chinese, that the Russian driver take them to the Japanese Consulate. The Russian got tired of being kept so long and, seeing that neither party would come to an amicable arrangement, called a Russian policeman, who decided that all should go the Police Station, where the matter would be thrashed out. On the way, both the (Continued at foot of next column.)

HANKOW ANTI-OPIMUM CAMPAIGN.

OFFENDERS TO BE PARADED
IN RED CLOTHES.

HANKOW, October 18th.

The police have been very active of late. A date has been fixed for the closing of all opium dens, and a number of smokers have already been arrested and fined. It is said that in future persons arrested for this offence will be arrayed in red hats and coats and paraded along the streets. The opium den proprietors are indignant.

Yesterday, the police got on the track of a man who was selling heroin and morphia. When they got to his house he had fled, but, on being asked where he was, some sharp youngster supplied the needed information. No drugs were found in his house, but he had some small quantities with him and, while the detectives were questioning him, he managed to swallow the lot. He was carried to the police station, but it is said that his life cannot be saved. —N.C. Daily News.

Japanese and the Chinese made themselves scarce, the police themselves opened the parcels, with the result that the heroin was discovered. —N.C. Daily News.

KWANGSI LEADER
IN CANTON.WONG SHU HUNG'S
SECRET ARRIVAL.CONFERENCE ON ARMY
REDUCTION.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Oct. 23rd.

General Wong Shu Hung, commander of the 15th Army and Chairman of the Kwangsi Provincial Administration, arrived in Canton yesterday afternoon. The utmost secrecy has been maintained with regard to the General's arrival, for fear that something untoward might happen en route. The Provincial Administration, of course, knew long beforehand, but the newspaper men and the general public were not informed until late yesterday afternoon, when the General and his party had been safely escorted to the Kwei Yuen in Tungshan.

Accompanying General Wong to Canton were the Yunnan representative, Mr. Li Ka Sui, the General's private secretary, Mr. Wong Heung Po, the chief of the Kwangsi Wireless Administration, Mr. Li Yang, an officer of the staff of the 15th Army, Mok Man, and a bodyguard.

AN EARLY DEPARTURE.

The party quietly slipped out of Wuchow on board the merchant marine vessel *Tin Chow* early in the morning of the 22nd, reaching White Goose Bay off Shanghai, at about 2 o'clock yesterday afternoon. The *Tin Chow* anchored in mid-stream in front of the Canton Customs House. The Headquarters of the 8th Route Army, which had been confidentially informed long beforehand, despatched the gunboat *Nan Kung* filled with picked soldiers alongside of the *Tin Chow*.

On the wharf were a group of soldiers from the Canton Garrison, the military band, Police Commissioner Tang, and a group of Canton notables, all anxiously waiting to welcome the Kwangsi leader. All the soldiers stood at attention when the party marched up the wharf on their way to Tungshan. The utmost precautions were enforced on the part of the Government to insure safety.

REASON OF THE VISIT.

The purpose of General Wong's trip to Canton is to participate in the proposed conference for army reduction in the Leung Kwang Province. This proposed conference will be held just as soon as Marshal Li Tsi Hsin gets back from Nanking.

Latest reports to hand state that Marshal Li will leave Nanking for Shanghai to-day. He is expected to be back in Canton before the end of this month.

CHAO HSIN CHU LEAVES
FOR NANKING.EXAMINER FOR CONSULAR
SERVICE.

HIS SUCCESSOR IN CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Oct. 23rd.

Dr. Chao Hsin Chu, Vice Minister of Foreign Affairs of the Nationalist Government and Commissioner for Foreign Affairs of Kwangtung, left Canton yesterday morning on board the *s.s. Kinsan* for Hong Kong on his way to Nanking. The Vice Minister left Canton very quietly, practically no one knowing anything about his departure, save his closest friends and colleagues. He expects to sail for Shanghai on board the *s.s. Empress of Russia*, which will leave Hong Kong to-morrow.

The purpose of this trip up North is to conduct, together with Dr. C. T. Wang, Minister of Foreign Affairs of the Nationalist Government, a series of examinations for diplomatic and consular service. These examinations will be held at the capital beginning from November 1st, so that Vice Minister Chu has to be at Nanking before that date. He expects to be away for about 20 days, during which time Mr. Leung will act for him as Commissioner for Foreign Affairs in Canton.

Dr. Chu will also confer with Marshal Li Tsi Hsin respecting the selection of his successor as the Canton Foreign Commissioner, as he is expected to leave shortly for Tokyo. The finality of all this, he said, will depend upon the Foreign Ministry which is empowered to make such appointments.

DARING THEFT OF
EXPLOSIVES.BANDITS ROB KOWLOON-
CANTON RAILWAY.

MAGAZINE BROKEN OPEN.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, October 23rd.

A most daring robbery took place last night when a group of bandits entered the powder magazine of the Canton-Kowloon Railway in Shek-lung and carried off large quantities of dynamite, fuses, percussion caps and other explosive materials. The gang made good their escape and the members are now at large in the mountains.

Practically all the explosives of the Railway were kept in this magazine, which was supposed to be burglar proof, but the bandits sawed off the hinges of the doors and gained entrance that way. Practically all the explosives inside were taken, and the haul amounted to nearly 800 pounds of dynamite, 450 fuses, and 22,500 percussion caps.

The authorities of the Railway said that not all of the loot was the property of the Railway. Some of the explosives belonged to the Board of River Conservancy which had no magazine of its own. On August 13th last year the Board requested the Railway authorities to keep its explosives until needed.

All these explosives, the authorities stated, were used for blasting purposes. The Railway has to get rocks from time to time to fill up holes in the permanent way. These rocks were obtained from the mountains by blasting. The Canton-Kowloon Railway has now only 284 pounds of dynamite and about 5,000 fuses left, all of which have been taken to the Headquarters of the 8th Military Route for custody, as it would not be safe to keep any more explosives in the broken magazine at Sheklung.

MARSHAL LI EXPECTED TO
ARRIVE TO-DAY.

A rumour was current in the Colony last night that Marshal Li Tsi Hsin is expected to arrive in the Colony from the North to-day.

In support of this rumour it was said that Mr. Chu Chao Hsin (Chinese Minister for Foreign Affairs) and Mr. Li Man Yin (Private Secretary to Marshal Li) had arrived from Canton to welcome the Marshal.

FIRE BRIGADE BUSY.

TWO CALLS WITHIN ONE
HOUR.

The Central Fire Brigade was called out twice yesterday evening within one hour. The first outbreak of fire was at a shoe-maker's shop at Wing Lok Street.

The call was received at 6.45 p.m., and appliances were despatched to the scene within a few minutes. It was, however, found that the fire was only a minor one and was soon put out with patent extinguishers.

The second alarm was received from a money-changer's shop in Des Vaux Road West 7.52 p.m. The kitchen of these premises was on fire and was extinguished without any material damage being done.

EAST RIVER PATROL
SERVICE.

As a result of investigations recently conducted by Captain Li, Commanding Officer of the patrol gunboats on both the East and West Rivers, it is considered improbable that the West River will again be troubled by the activities of piratical gangs, but traffic on the East River in the neighbourhood of Tuh Shu, Sha Kok, Kei Chang, Sai Chow, Nam Kong How, etc., is still subject to the depredations of small roving gangs.

Captain Li has in consequence detailed two additional gunboats, the *Kwong On* and *Lung Shang*, for service in these sections. With the addition of these two gunboats to the East River patrol service, it is confidently anticipated that it will not be long before peace and order will again prevail, and waterborne traffic will be able to pursue its way without hindrance.—*Canton Gazette*.

THE ANTI-JAPANESE
BOYCOTT.CUSTOMS BROKERS REAPING
A HARVEST.

HOW PICKETS ARE DECEIVED.

[FROM A CHINESE CONTRIBUTOR.]

That the anti-Japanese Boycott in Canton was a farce and that the so-called "patriotic" pickets were constantly deceived, was told to a *Daily Press* representative yesterday by a prominent Chinese merchant who had come down here on a business tour.

In conversation as to the general condition in Canton at the present time, he said, "Well, you see, the stupidity of the pickets who try to stop Japanese goods from reaching the hands of Chinese merchants has materially benefited several Customs brokers."

Explaining how this was brought about, our informant said that China would have need of Japanese goods for many more years to come, and to prevent the Chinese from using articles made by Japan would be to exclude several household necessities. "Goods are coming in alright, and the only people who reap the harvest are the few Customs brokers in Shanghai."

The way Japanese goods reached the Chinese merchants was said to be this. A consignment of Japanese merchandise would be given to a Customs broker to clear. He would apply for a duty memo and go through the necessary procedure in his own name. Delivery would be taken and the goods would be stored in Shanghai. "It would then find its way into Canton proper," our informant laughingly concluded.

ROAD BUILDING AND
FORESTRY.PLANS FOR TONGKUN-
DISTRICT.

Since the reorganisation of the Road-building Committee in Tongkun, much attention has been paid by the natives to the construction of highways in their district. General Wong Ying Yu, Rehabilitation Commissioner for the Northern Region, who is a native of Tongkun, recently attended in Canton the meeting held by the Tongkun Ming Lun Tong-Reformation Committee, in the course of which he proposed that, as \$300,000 had been appropriated to meet the cost of extending the construction of Tongkun-Shikung and Tongkun-Taipei Public Highways for which about \$210,000 would be sufficient, \$100,000 might be appropriated for educational purposes and the promotion of industry in the district, particularly afforestation.

As a result of a discussion by those at the meeting, the following resolutions were passed:—

- 1.—That a sum of \$20,000 be appropriated for the purpose of afforestation.
- 2.—That agriculturists be sent to investigate the condition of existing forests.
- 3.—That the old site of the Agricultural Experimental Station be used as a tree nursery.
- 4.—That seedlings be purchased to be planted in the nursery.
- 5.—That the Northern Region Rehabilitation Quarters be asked to purchase 200,000 young plants of pine and fir.
- 6.—That 5,000 young trees be purchased from the Lingnan University to be planted on both sides of the highways for shade purposes.—*Canton Gazette*.

ROBBER GANG CAPTURED.

RAID ON ISLAND FASTNESS.

In the early hours of the morning of the 19th inst. a gang of robbers in the neighbourhood of Tai were captured, some members of the gang being killed when soldiers made the raid. The prisoners included three women.

Near Fati there is an island named Tsungchowkong, with a village on it bearing the same name. The Canton authorities had been aware for some time of the existence of a robber gang in the neighbourhood, and it was suspected that this village was their headquarters. When arrangements were perfected, a raid was planned. Several hundred soldiers, headed by Garrison Regimental Commander Fa Yuk Man, wended their way to this island. On arrival, guided by the local militia, the robbers' premises were surrounded, the utmost care being taken to prevent any escape. Before an entry could be effected, the desperadoes became aware of the presence of the soldiers, and a stiff fight ensued, lasting for a couple of hours, and ending in the capture of the entire gang.

Victims Elsewhere.

Under a searching enquiry the robber chief confessed that over thirty captives were in their hands, but were kept in a village in Nanhai district under the guard of other members of the gang. The question of conducting a raid on this other rendezvous was thereupon considered, but as it was then getting late in the morning the project had to be dropped as in the light of day it would have been an impossible feat to even approach without being detected.—*Canton Gazette*.

A NEW CHINESE
PARTY.ANTI-COMMUNIST AND
ANTI-KUOMINTANG.FRIENDSHIP WITH FOREIGN
POWERS.

[FROM A CHINESE CONTRIBUTOR.]

During the past years of civil turmoil in China two parties with definite political tenets of their own were struggling for power—the Kuomintang and the Communist Parties. To the Chinese the Fengtien Clique was not a party, with a policy and organisation, but merely a group of militarists voluntarily under the command of the late Marshal Chang Tso Lin.

Founded in 1923, There is, however, another political party which has so far attracted very little attention in foreign circles. It came into existence in 1923 when the Communists were in power in Canton and was founded by a group of Chinese professors, Western trained students, journalists and other influential Chinese. They started the movement in Paris, its name being to translate it literally "Chinese Nationalist You" or the "Chinese Nationalism Party."

Its object was to fight Communism which was gaining more and more domination over the Kuomintang. They predicted that if the Communists consolidated their hold on China, their country would be placed nominally under the suzerainty of the Third Internationale and indirectly, under the Russian Soviet Government.

The party took as its first slogan "Down with the Communists" and sought by every possible means the overthrow of the extremist element.

What is Nationalism? A pamphlet entitled "What is Nationalism," gives a clear and concise statement of the party's ideas and policy. It states:—

"Nationalism is another word for patriotism. It means the saving of the country. The Nationalism party has two lines of policy, which should, it considers, be furthered by every possible means and are altogether necessary for the salvation of the country. The first essential is the unification of the country, and the second that its sovereign independence and its place as a member of the family of nations must be secured. We stand for a democratic government in China for the people and by the people. Therefore we oppose the Kuomintang which is seeking to dominate the Chinese people and place itself—a political clique—in supreme power in the Government."

Unification and Independence.

An article in a magazine published by the party contrasts the Communist policy with its own profession of political faith. It says:—

In striving for the permanent unification and independence of China and the establishment of a really democratic government, we absolutely oppose the Communist idea. For the Communists hold that a class struggle must be fostered and encouraged as an economic weapon to accelerate the proletarian revolution, but we insist that all classes must co-operate in the establishment of a government by the whole people. The Communists seek to secure a government in which they themselves are supreme and unchallenged, but we suggest a parliamentary system; the Communists depend on Russia for material help and receive in return instructions from the Third Internationale. We want to rely on our own efforts to set our house in order. The Communists deliberately attempt to discard China's ancient civilisation but we insist on its preservation, but we insist on the reconstruction of China."

In the Borodin period three years ago the members and supporters of the "Nationalism Party" frequently encountered the Communists and fought them both in China and abroad.

The founders of the party have published from the start a weekly paper in Chinese called the *Sin Shing* which is specially designed to appeal to their fellow countrymen abroad. Since then their movement has rapidly progressed and has succeeded in enlisting a great number of overseas Chinese in Paris, Berlin, America, Japan, Siam, the Straits and subsequently in the home country. They have also established an organ for international propaganda in French at Paris. It is known as "Le Chine."

Remarkable Progress.

When the writer was at Shanghai, he was informed by a Chinese friend who claimed that he knew a great deal about the party, that the result of their activities has been remarkable. He said further that a weekly periodical entitled the *Augeted Lion*, had been published at Shanghai for five years and now claimed to have a weekly circulation of about fifty thousand copies. The members of the party were estimated at 210,000, half of whom were senior students, teachers and overseas Chinese. Peking, Tientsin, Shanghai and Hankow were the leading centres of their activities. (Continued on next column).

CORRESPONDENCE.

HONG KONG COMMITTEES.

[TO THE EDITOR OF THE "HONG KONG
DAILY PRESS"]

Sir,—As a member of at least ten committees I must enter a mild protest against your leading article of to-day. I will not enter into the question of whether committees or petty Mussolinis are the better alternative for the direction of the Colony's corporate activities, but I am most strongly of opinion that there is an insufficient supply of willing persons to fill places on committees as they fall vacant. As a rule there is no inducement to serve beyond a sense of duty and so large a percentage of the community is inclined to shirk its responsibilities that the work of committees is left to a handful of busy men holding pluralities.

It would be much better for all concerned if the 50 per cent. to whom you refer were actually on their several ways to meetings but I am afraid that you have been deceived by their earnest looks and that they have really been bound for places where the atmosphere is unlike that of a Committee room.—Yours faithfully,

AN UNWILLING BUSYBODY.

October 23, 1928.

HARBOURING CHARGE.

GIRL'S STORY OF HER
WANDERINGS.

PROSECUTION BREAKS DOWN.

Two Chinese young men, Cheung Kam Muk and Chan Wah Po, appeared in the dock yesterday afternoon at the Central Magistracy before Mr. R. E. Lindsell in connection with harbouring a young girl, the first defendant being further charged with taking the girl out of the custody of her parents without their consent.

Mr. R. A. D. Forrest, of the Secretariat for Chinese Affairs, who was prosecuting, withdrew the charge against Chan Wah Po, saying that there was no evidence against him and he would probably be called as a witness. The man was accordingly discharged.

The Girl's Story.

In the witness box, the girl, Cheung Yue Mui, 16, said that she lived with her parents at Chau Sang Village in the Heungshan district. She had often been requested by her mother to leave home with a view to finding employment. One day, without the knowledge of her parents, she went to Shekpi, and later took boat for Hong Kong. By chance she met the defendant, Cheung Kam Muk, who was also on the same boat, and together they came to Hong Kong. This man came from the same village and she had known him since childhood.

On arrival here, defendant fixed her up in a boarding house, where she stayed one night by herself. The next day she moved into a cubicle in a firewood shop at West Point, Chan Wah Po, the man who had already been discharged, making the necessary arrangements at the request of the defendant. She stated that she paid her own fare on her journey with money she brought from her home, and she also gave \$2 as a rent which was handed to the mistress of the firewood shop through the defendant's friend. The girl further stated that she came to Hong Kong on her own initiative.

His Worship remarked that the girl's statement disposed of the second charge of taking her away from the custody of her parents, and he thought there was no evidence to convict on the other charge.

Mr. Forrest explained that the girl's story in Court was different to what she had told him. The defendant was discharged.

Foreign Policy.

He explained the foreign policy of the Party in the following statement.

"Nationalism is Nationalism and does not allow of any confusion with either 'Imperialism' or 'Anti-foreignism.' The leaders of the party have a tenacity of purpose which they hope to instil into the Chinese people. They have profound faith in the destiny of the country and in its ancient civilisation whose first essentials are: 'All within the four seas are our brothers.' We should not do to others things which we do not wish to be done to us."

"Empty talk about the abolition of unequal treaties is impracticable. In our opinion the Chinese people should not resort to violence or put any faith in 'high sounding principles.' The leaders of the party suggest that the Chinese people should think in terms of common sense."

"The foreign policy of the Nationalism Party is not anti-foreignism but rather the establishment of friendly relations with all the Powers except Soviet Russia, in the hope that China will take her proper share in working out the problem of securing permanent world peace."

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NEW ADVERTISEMENTS.

THE ROYAL HONG KONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that the TWENTY FOURTH ANNUAL GENERAL MEETING of MEMBERS will be held at the CLUB HOUSE, NORTH POINT, on WEDNESDAY, the 31st DAY of OCTOBER 1928, at 5.45 P.M.

BUSINESS—
(1) To receive the Reports and Accounts for the Period ended 31st August, 1928.
(2) To elect Officers for Ensuing Year and other General Business.

By Order of the General Committee,
R. J. VERNALL,
Hon. Secretary,
Hong Kong, 22nd Oct., 1928. [6889]

MACAO CHARITY AND COMMERCIAL FAIR.

THE Executive Committee Cordially requests the presence of the General Public at the INAUGURAL CEREMONY of the FAIR on SATURDAY, 25th NOVEMBER, 1928, at 11 P.M.

Chaired by
G. LUARTE VEIGA,
Chairman.
[6891]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the sale by Public Auction to be held on MONDAY, the 29th DAY of OCTOBER, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of Crown Land at Sham-shuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 25 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	New Kowloon Island Lot No. 1170, at Cheung Sha Wan Road, Sham-shuipo.	As per sale plan.	2.100	14	320

[6886]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the sale by Public Auction to be held on MONDAY, the 29th DAY of OCTOBER, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Ma Tau Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
2	Kowloon Island Lot No. 2151, at Cheung Sha Wan Road, Ma Tau Kok.	As per sale plan.	About 4.300	24	398

[6887]

RECEIVING ORDER ON DEBTOR'S PETITION.
IN HIS BRITANNIC MAJESTY'S PROVISIONAL COURT FOR AMOY.
BANKRUPTCY JURISDICTION No. 3 of 1928.

R. TAIT & COMPANY.

ON the Petition of JAMES LARDEN BECHFIELD, sole Partner of TAIT & COMPANY, filed the 16th OCTOBER, 1928, and numbered No. 3 of 1928, a Receiving Order is hereby made against TAIT & COMPANY and WILLIAM DOUGLAS RUSSELL, hereby constituted Receiver of the Estate of the said Debtor.

Dated this 16th October, 1928.

By the Court,
H. H. BEISTOW,
Provisional Judge
[6881]

EXPERIENCED British Lady STENOGRAPHER (now in Shanghai), desires Immediate Employment—Address: Box No. 6985, c/o Hong Kong Daily Press. [6885]

INTIMATIONS.

HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING of MEMBERS will be held in the JOCKEY CLUB ROOM, HONG KONG CLUB ANNEX, on FRIDAY, 25th OCTOBER, 1928, at 6.15 P.M.

By Order,

H. R. FORSYTH,
Acting Secretary,
Hong Kong, 12th Oct., 1928. [6844]

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SEVENTH EXTRA RACE MEETING to be held on SATURDAY, 10th NOVEMBER, 1928 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB, and CAUSEWAY BAY STABLES, on WEDNESDAY, 31st OCTOBER, 1928. [6874]

MACAO RACES.

DRAFT Programmes and Entry Forms for the GYMKHANA RACE MEETING to be held on SUNDAY, 4th NOVEMBER, 1928 (Weather Permitting), may be obtained from the I.B.R.C., MACAO, CAUSEWAY BAY STABLES, and ROXOR ADVERTISING CO.

Entries CLOSE at MACAO 2.30 P.M., WEDNESDAY, 24th OCTOBER, 1928. [6877]

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DEATH.

MOLLER.—On September 25th, at 26, York Terrace, Regent's Park, CHARLES HENRY CHRISTOPHER MOLLER, aged 65.

Hong Kong Office: 11, Lee House Street.
London Office: 21, Bridge Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, OCTOBER 24th, 1928.

"FIRST-CLASS BRAINS."

LORD BIRKENHEAD's recent withdrawal from the Cabinet in order to secure his financial position has drawn attention again to a comparatively new departure in British politics.

England has always been well served politically, thanks to the readiness with which her ablest sons, whether of the leisured classes, commerce or the professions have willingly abandoned the pursuit of the personal fortunes to place their services at the disposal of the state. But it must be remembered that, until recent years the rewards were adequate to the abilities of the men who filled the Government offices. Even before the war a salary of five thousand pounds a year was a big one compared with anything except the

fortunes made in business and the half dozen leading legal practices. To-day that is not the case and it is significant that England now has 592 millionaires compared with only 19 in 1908.

Despite distress and unemployment the remuneration for outstanding ability has increased astoundingly. Even in the arts, Sir JAMES BARRIE, O.M., and Sir HARRY LAUDER are supposed to be worth at least a million sterling and Mr. BERNARD SHAW nearly as much. Nor can the fortunes of Mr. EDGAR WALLACE and Miss ETHEL DELL lag far behind. But the statesman, so far from continuing to receive a salary appropriate to his position and responsibilities, has had his moderate stipend reduced by income tax to £3,500. At the trial of GERALD LEE BRYAN, some seven years ago, salaries of £50,000 were stated to be by no means the high water mark in the world of insurance.

Was it any wonder that Sir ERIC GEDDIS, Sir ROBERT HORNE and Mr. REYNOLD McKENNA forsook politics for the City? Lord BIRKENHEAD is one of the ablest and most interesting men of the day. After a brilliant beginning he fell for some years under a cloud. His association with Sir EDWARD CARSON was ridiculous and he came to be regarded in many quarters as an over-clever self-seeker. But when the war broke out he threw up his enormously lucrative practice at the bar to take the thankless task of Press Censor. It was, however, as Lord Chancellor in Mr. LLOYD GEORGE's government that "F.E." found himself. He won great prestige in that office and as Secretary of State for India he finally lived down his "youthful indiscretions." "We have it on the Highest Authority," the old "F.E." wrote, in the course of a most amusing essay on Lord CURZON, "that the meek shall inherit the Earth," but a glance at the records of Somerset House hardly bears out that proposition.

Lord CURZON is not meek. Personally I do not like meek men. But it was an "overbearingness" of temper and a too complete consciousness of their personal abilities that caused both these men, Lords BIRKENHEAD and CURZON, to be passed over in the selection of the Premiership, "the cup of honourable ambition," in favour of two much meeker men, Mr. BONAR LAW and Mr. BALDWIN. But when Lord BIRKENHEAD forgot about his "first class brains," and served where he was most needed he came into his own alike with his colleagues and the public. It is no blame to him that he has left office. A self-made man, without inherited fortune, Lord BIRKENHEAD does not practise the Spartan virtues, and in that he resembles many of England's greatest statesmen past and present. The incident shows that now, as in the past, Ministers of the Crown should receive salaries to some degree comparable to those they might expect to earn in other walks of life and sufficient to meet the inevitable expenses attendant upon their position.

In democratic countries where this has not been done the political field has been abandoned to the adventurer and the winding web results that are painfully apparent. We cannot afford to have this type of men at the head of affairs in Great Britain.

The Royal Hong Kong Yacht Club will hold its 24th annual general meeting of members at the Club House, North Point, on Wednesday, October 31st, at 5.45 p.m.

Yesterday at 3.45 p.m. a Kowloon motor bus knocked a rickshaw down; the latter in falling upset another rickshaw which was running abreast of it. It is understood that the occupants of the rickshaws were Portuguese and they both suffered slight injuries.

A Chinese was fined \$1,000 yesterday morning by Mr. R. E. LINDSAY at the Central Magistracy for having 14 tins of illicit opium in his possession. The drug was concealed in the man's waist band when he was searched in Connaught Road Central.

According to a report made to the police by the master of the 'Shan Hang' watchmaker's shop, a 'foki' has absconded with 17 metal watches valued at \$130. These were kept in a box to which the delinquent was said to have had access.

A Chinese widow made a report to the police on Tuesday night that whilst she was at the Canton Wharf at about 8.30 p.m., a thief cut her pocket and stole \$300 in money and \$175 in jewellery. She did not discover her loss until she was at the Yau-mat Ferry Wharf.

A police report states that the young Chinese 'foki' who absconded with \$3,000 on October 8th, money belonging to his employers, the Kwong Sing Cheung Marine Store, was arrested in Canton with the money on him. He was subsequently released and the money returned to its rightful owner.

Six cases of small-pox (all Chinese) with one fatality were reported last week. Other cases of notifiable disease were as follows:—Diphtheria, 1 (British); enteric, 2 (Chinese); paratyphoid, 1 (Chinese); cerebro-spinal fever, 1 (Chinese). On Monday four cases of small-pox (Chinese) were reported from Kowloon.

A dramatic discovery has been made of a crack running down the bore of one of the giant 13.5-inch guns in H.M.S. 'Tiger'. This is the ship to which Captain Dewar, one of the principals in the recent sensational 'Royal Oak' court-martial, has been appointed. Had the discovery not been made in time a terrible disaster would undoubtedly have followed. The 'Tiger' returned to Portland one day last month after carrying out gunnery exercises in the Channel, in the course of which an obsolete airplane had been the target. A crack a quarter of an inch wide was found to extend the full length of the bore. It is stated that 'half a dozen rounds' had been fired from this gun, but nothing wrong was noticed at the time. The 'Tiger' is attached to Portsmouth gunnery school, and a report on the matter has been forwarded to the Commander-in-Chief.

Propaganda work is not confined to diplomacy or big business; it appears to be considered necessary even in connection with sport and cricket at that. W. H. Ponsford, the famous Australian cricketer, in an article in the 'Melbourne Herald', forecasts nine certainties in the first Test match—Woodfull, Kippax, Oxenham, Oldfield, Gregory, Blackie, Grimmer, Ryder, and Ponsford. He feels certain that the personnel of the first eleven will not be retained throughout the series.

Spin bowlers are the greatest danger to batsmen on Australian wickets. Blackie, who is forty-six, is the only class off-spin bowler worthy of consideration for the Australian eleven. "There are," continues Ponsford, "only two bowlers of the spin type in the English team—Freeman and White. Freeman had very little success on his previous visit, and apparently has not improved much, since he is a bowler with a reputation for spinning without the ability to spin in Australian conditions. White is a left-hander who will succeed if wickets are made to order for him. Tate gets exceptional pace off the wicket; in this respect our straight-through type, Staple only medium pace, with no 'do' at all. I doubt whether Hammond will be at all dangerous on Australian wickets."

It is clear that the Australians are engaged in a form of propaganda similar to that which heralded the tour of the last Australian team in England. English followers of the game will be well advised to discount in advance adverse criticism of the M.C.C. team. Ponsford is apparently whistling to keep up his courage.

MOISEWITSCH CONCERT TO-NIGHT.

Benno Moiseiwitsch is en route to Hong Kong where he will be playing at the Theatre Royal, to-day and on Saturday under the direction of Mr. A. Stok. He is no ordinary pianist but a master whose playing is a revelation. He has perfected his art and is still a young man. Brilliant and difficult compositions are interpreted flawlessly, and all the time the art of Moiseiwitsch reaches out to embrace with the ardour of an old friend. As an indication of his popularity in this part of the world, Moiseiwitsch is the only artist who has returned to the Orient within the space of fourteen months. Two very popular programmes have been selected for his recitals here and it is generally expected that Moiseiwitsch's short season here this month will eclipse even the reception tendered him on the occasion of his last appearance in Hong Kong.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 5.30 p.m. yesterday state:

The anti-cyclone is unchanged. The typhoon is very indefinitely indicated to the north of Yap.

Local forecast: North-east winds, moderate, fine.

Miss Marion Davies, the American film star, who has been on holiday in London, was enthusiastic in conversation about England and her people. "I think your men are the handsomest I have ever met," she said, "and your women—especially their pure complexions—are lovely. Miss Davies thinks talking pictures are inevitable and that they will be a good thing for the cinema. "My next film is going to be a musical comedy talking film," she said.

Wishing to know his relatives' feelings towards himself, a resident of Clarence, near St. Omer, sent a telegram to each member of his family announcing his death and the time and date the funeral would take place. At the appointed hour all the members arrived dressed in deep mourning and carrying wreaths and bouquets of flowers. Their sadness soon turned into discontent, however, when they saw the "deceased" seated at a well-spread table feasting. The mourners thereupon placed their wreaths at the foot of the monument erected in memory of the village miners who lost their lives in the mine disaster.

A kindly act which saved the life of Mrs. Pears, wife of Lieut. Comdr. S. A. Pears, was referred to in the inquest at Greenwich on the driver of a car which came into collision with a tram-car at Eltham. Mrs. Pears, it was stated, heard the whining of a dog which was running alongside the car, and had the car stopped and the dog lifted in. She changed her place to the side of the car so that the dog could sit between her and the driver. When the accident occurred a large piece of glass was flung into the car with such force that it severed the dog's head. Mrs. Pears escaped with slight cuts. The chauffeur had an arm shattered and died from hemorrhage and shock.

Within the last four years more than 40,000 women have flown in Imperial Airways machines, and to-day more women are travelling by aeroplane than men. On the Air Union line this year 34 per cent. of the passengers have been women, as against 42 per cent. last year. Recently 30 business women from the United States chartered an aeroplane to go to Paris. The highest party of women numbered 41, and they were accompanied in several special machines. A Croydon traffic official said: "The number of young American women who fly to all parts of Europe is particularly noticeable. They seem to be on the look-out for a thrill. They are improving as far as travellers, though sometimes they get a little flustered and leave their belongings at the central offices."

worsened until the sad news was received at Macao by telegram on Sunday that the late Mr. Carlos Cabral had peacefully passed away. As soon as the news was received in Hong Kong the flag at the Club Lusitano was flown at half-mast out of respect for the memory of the deceased.

"A Good Man And A Just."

Of high intellectual attainments, the late Mr. Cabral was an accomplished linguist. Besides his own language he wrote and spoke fluently in English, French and Chinese. For his valuable services to the Portuguese Government and communities in China, Mr. Cabral was made a Knight Commander of the Most Ancient Order of Christ. His memory will be long cherished by his friends of all nationalities as a man who never spared himself for any friend and on whose loyalty and sincerity they could implicitly trust. Of him it can truly be said that "he was a good man and a just."

MR. R. C. WITCHELL.

DEATH IN ENGLAND.

The sad news was received in the Colony yesterday of the death of Mr. Robert Charles Wittchell, at Home on October 19th.

The late Bob, (as he was generally known) Wittchell was senior Sanitary Inspector, and was at Home on leave at the time of his death. Born and brought up in the Colony, Bob was very well-known. He was an all round sportsman having taken a very prominent part in rowing, swimming, water polo, cricket and boxing. He was at one time captain of the Interport Water Polo team, and had led the Victoria Recreation Club team in the league for a number of years.

The late Mr. Wittchell was born in May 31st, 1883, and entered the Hong Kong Government Service in 1900. He was made Senior Sanitary Inspector in October, 1928.

He was also a keen volunteer and rose to the rank of Company Sergeant Major during the war.

Mr. Bob Wittchell was the son of the late Mr. Josh Wittchell, whager of the time of his death was manager of the King Edward Hotel, which position is now being held by Mr. Jim Wittchell, brother to Bob.

Mr. Bob Wittchell, like his brother Jim, was a linguist. He spoke several Chinese dialects with fluency. He will be remembered best as Honorary Secretary to the V.R.C., which post he held over a long period with very great success.

Mr. Bob Wittchell leaves, besides his brother, a daughter (Mrs. Pinquet) and a son who is now in Hong Kong, for whom the deepest sympathy will be felt.

OBITUARY.

MR. CARLOS CABRAL.

LATE DEPUTY COMMISSIONER, CHINESE MARITIME CUSTOMS.

From Lisbon a private telegram has been received at Hong Kong of the death of Mr. Carlos Cabral, deputy Commissioner of the Chinese Maritime Customs, while on home leave in Lisbon. It was known that the late Mr. Cabral had been in indifferent health for some time; but his many friends at Hong Kong and Macao had hoped that a change of scene and the bracing climate of Southern Portugal would restore their friend to his once robust health. But this was not to be, and the Portuguese communities in the sister colonies and throughout China to-day mourn the loss of a genuine friend, a true gentleman, and an upright man.

Early Career.

Born at Macao about fifty years ago, the late Mr. Cabral's father held a high position in the Government of the Colony. He came out from Lisbon as the colonial treasurer and, in conjunction with that office, was appointed to the chairs of Latin and Mathematics in the Macao Lyceum. Mr. Cabral, son, was married at Macao and had a large family of boys and girls. Two of the former (including the deceased) were educated in Portugal, and in Lisbon the only surviving son, Dr. Fernando Cabral, holds a distinguished position in the medical profession.

After the completion of his studies in Portugal, the late Mr. Carlos Cabral returned to Macao, and joined the Chinese Maritime Customs service at Lappa. In 1905 he married Miss Anita Garcia, daughter of the late General and Mrs. Garcia, by whom he had a family of four boys and three girls. From Macao, Mr. Cabral was successively transferred to Hong Kong, Shanghai, Peking, Chingwantao and Pakhoi, and it was while at Hong Kong on sick leave last April that he received the substantive appointment of Deputy Commissioner.

At Pakhoi.

The strain and stress of an arduous and difficult time at Pakhoi where he acted as Commissioner aggravated an illness from which he had begun to suffer before he was actually transferred to that post from Macao. It was at Pakhoi that Mr. Cabral rendered distinguished service in the interest of the Chinese Maritime Customs and of the Chinese merchants there. Communist ascendancy was at its height at Pakhoi when Mr. Cabral arrived, culminating in the "Red" vandalism of the desecration of the foreigners' graves in the Protestant and Catholic cemeteries. The agitators sought to levy all manner of illegal exactions. It was then that Mr. Cabral showed the Communist elements that they had reckoned without their host and ranged himself on the side of justice and the Chinese merchants, whose appreciation and gratitude Mr. Cabral earned for freeing them from the tyranny of the Bolsheviks. Before his departure from Pakhoi Mr. Cabral was presented with a scroll by the Chinese General Chamber of Commerce who made a great demonstration of goodwill and appreciation on the actual day of his departure.

His Last Illness.

When he left Pakhoi on long sick leave, the late Mr. Cabral was already a very sick man, so much so that when his friends met him on board the s.s. 'Teau' on his arrival at Hong Kong they felt alarmed at his condition. From the ship he was immediately transferred to the Kowloon General Hospital where, after a month, he rallied slightly and was medically advised to proceed at once to Portugal. With his wife and three daughters, he left by the M.M. str. 'Chenouanc' early in May last for Lisbon via Madeira. There was a whole host of friends on board the French mail steamer to bid good-bye to Mr. Cabral and his family, including H.E. the Governor of Macao, Senhor Tamagnini Barbosa, of whom Mr. Cabral had been a staunch friend since boyhood. It was, alas, the last farewell that was said on that occasion.

In Portugal.

Mr. Cabral looked forward to a happy reunion with his four boys in Lisbon where they were pursuing successful scholastic careers having completed the Lyceum course with distinction, his eldest son, topping the list in the final exams in 1927.

Soon after his arrival in Lisbon, he placed himself under treatment of his younger brother, Dr. Fernando Cabral. For a time his condition improved, but received setback on the death of his sister, the late Mrs. Carvalho, widow of Mr. C. F. Carvalho, of the Hong Kong and Shanghai Bank. From that time onward his condition (Continued on previous column.)

JAPAN'S BUDGET FIGURES.

INCREASED REVENUE.

RETRENCHMENT POLICY.

[THROUGH REUTER'S AGENCY.]

Tokyo, Oct. 23rd.

The draft estimates for the coming financial year show that the revenue and expenditure were balanced at Yen 1,329,900,000, which shows an increase of Yen 23,800,000 on the current year.

The main feature of the draft is retrenchment, which is indicative of the fact that the Government has been forced to modify its traditional positive policy owing to the general political situation.

Various departments have demanded appropriations for new enterprises, totalling Yen 371,000,000, but only Yen 110,000,000 has been allowed, though it is likely that the Finance Department may be induced to increase this before the estimates are finally presented to the Diet owing to the pressure of the departments concerned.

Big Cuts.

Though the total estimates of each department are not published, the amount allowed for new enterprises shows that the Navy demanded Yen 61,000,000 and was allowed Yen 12,000,000, and the War Department demanded Yen 47,000,000 and was allowed Yen 10,000,000. For the purpose of revenue it is proposed to float Yen 108,000,000 of national bonds, and the proposed bonds will include Yen 107,000,000 for railways and colonial development which will be treated as separate accounts and will not be included in the national budget.

TREATY QUESTION.

[Wah Tsz Yat Pao.]

SHANGHAI, Oct. 23rd. The third stage of the Sino-Japanese negotiations began yesterday morning at Dr. C. T. Wang's residence, Nanking. The Hankow, Nanking and Tientsin Affairs and treaty revision problem were again discussed at some length until noon, and there was a friendly exchange of views on both sides. Negotiations were resumed the same afternoon, and were devoted to treaty revision. The Chinese delegates suggested that as the Sino-Japanese treaty had expired the unequal clauses contained in the treaty should be immediately abolished in order that a new treaty upon a basis of absolute equality and reciprocity might be concluded in its place. However, the Japanese delegates insisted upon the validity of the old treaty until the conclusion of a new one. Finally it was decided that the decision of this question should be postponed, and referred to the two governments concerned.

DISTRUST OF TANAKA.

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 22nd. Official reports of the negotiations between Dr. C. T. Wang and Mr. Yada for the settlement of outstanding Sino-Japanese questions were given out this evening, showing that considerable progress is being made in overcoming differences.

The Press and public in Nanking are keeping a watchful eye on the negotiations, and the consensus of feeling among the Chinese is that the National Government should be urged to take a firm stand and to obtain full satisfaction in connection with the Tientsin Incident.

It is also urged that the negotiation of a treaty on the basis of equality should be made a condition of any settlement that may be reached.

Both sides frankly admit that there still exist serious differences between them on responsibility for certain affairs, but it is believed that both are sincere in desiring a settlement on a fair basis.

Chinese circles fear, however, that Baron Tanaka, the Japanese Premier, may block any agreement and delay action in a manner which will nullify any results of the present conference.

This uneasiness in Chinese circles may be attributed to a report from Japan stating that Baron Tanaka's decision to send Mr. Yada to Nanking was a mere gesture to appease public opinion in Japan which is demanding an early settlement of the outstanding issues between the two countries.

JAPANESE AIR SQUADRON.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, Oct. 23rd. The squadron of Japanese planes stationed at Tientsin since May left this morning for Tsinan. The American squadron accompanied them to the outskirts of the district.

COTTON TRADE WITH CHINA.

ESSENTIAL FOR LANCA-SHIRE'S PROSPERITY.

JAPAN'S ADVANTAGES.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 23rd.

The Cotton Yarn Association has circulated among members statistics relating to cotton spinners in China, thus completing its survey of the industry throughout the Far East.

The statement says that the importation of foreign yarn, with the exception of the finer counts, has practically ceased. Moreover, China is now exporting yarns to India.

The wage rates paid by the Chinese mills render comparisons with Western conditions quite useless, says the Association.

A large trade with China as well as with India is essential to the full running of the Lancashire mills, and it is necessary to set out to minimise the advantages which the Japanese possess in their own methods, and which they are obviously tending to bring into existence in the working of their spindles in China.

MANCHURIA'S GOVERNMENT.

[Wah Tsz Yat Pao.]

SHANGHAI, Oct. 23rd.

A message from Mukden says that General Chang Hsueh Liang will call an important conference with other Manchurian leaders, including Chang Tso Hsiang, Tang Yu Lun, Wen Fu Lun and Yu Hsueh Chung, for the discussion of problems of disarmament and government reorganisation in Manchuria. The schemes for a new system of government will generally follow on the lines laid down by the Nanking Government. It is expected that the "Public Safety Council of Manchuria," headed by General Chang Hsueh Liang will be abolished next month.

HIS NATIVE PROVINCE.

[Wah Tsz Yat Pao.]

SHANGHAI, Oct. 23rd.

General Li Lih Chun after relinquishing his duties in the Nanking Government will shortly return to Kiangsi, his native province.

TOUR OF INSPECTION.

[Wah Tsz Yat Pao.]

NANKING, Oct. 23rd.

Marshal Chiang Kai Shek will leave on a tour of inspection of the various reorganized armies on November 1st. He will first proceed to Taian.

CONCENTRATION ON TANGSHAN.

CHILILSHANTUNG FORCES DISARMED.

General Pei Chung Hsi's Nationalist troops, according to a Naval Wireless message received here from the North yesterday, have withdrawn from Lianhsien and have now concentrated around Tangshan. The 1st Army Group, reported to be troops of Marshal Chiang Kai Shek, have also joined them. Conditions in the Tangshan Mining Area continue quiet.

The same report adds that the Fengtien forces are still concentrated on the Lan River and also along the railway between Lianhsien and Shanhaikwan. The strength of the Fengtien forces is reported to be in the neighbourhood of 90,000. It seems possible that they will occupy the area covering the approach to Jehol to prevent a possible attempt to occupy the district by the Nationalists.

It is also reported that the Chililshantung forces have been completely disarmed by the Nationalists and the troops have now scattered in various directions between Tangshan and Tientsin. Railway traffic between Tangshan, Tangku and Tientsin is now normal.

Through railway traffic from Tientsin to Shanhaikwan is expected to commence in a few days.

Chang Tsung Chang has made good his escape and has reached Port Arthur with a small staff.

BRITISH ATTITUDE TO REPARATIONS.

IMMENSE CONCESSIONS MADE.

CHURCHILL'S STATEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 23rd.

The attitude to be taken up by the British Government at the forthcoming Reparations Conference, following Mr. Winston Churchill's conversation during the weekend with M. Poincare and Mr. Parker Gilbert, was fore-shadowed by the Chancellor of the Exchequer in the course of a speech at Chingford.

Mr. Churchill declared that Britain was ready to accept an invitation to a conference on the subject of German reparations and to do all that was possible to help in any good arrangements.

Britain, however, had already made an immense and unequalled contribution to the reduction of reparations and war debts of Europe, in laying down the principle that she will not claim from other sources more than she is required to pay to America.

He pointed out that during the present year we shall pay \$33,000,000 to America, at the same time receiving \$32,000,000 from European debtors.

Thus, he said, Britain was on the point of achieving the position contemplated in the Balfour Note, and we would do our utmost to maintain that position in future.

PETROLEUM EXPORT COMPANY.

AMERICAN APPROVAL.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 23rd.

Twenty American petroleum companies have now approved of the plan to form an export association, provided that the details can be worked out.

BRITISH MINISTER AT BANGKOK.

NEW APPOINTMENT ANNOUNCED.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 22nd.

Mr. Charles Rhys Wingfield, C.M.G., has been appointed British Minister at Bangkok. [Mr. Wingfield, who has latterly been Counsellor to the British Embassy at Rome, was born in 1877 and educated at Charterhouse. He formerly held a commission in the 7th Militia Battalion of the Royal Fusiliers, but resigned this to enter the diplomatic service. He has had a varied career, serving in Paris, Athens, Berlin, Madrid, Christiania, Lisbon, Vienna, Tokyo and Brussels.]

RUSH FOR PASSAGES ON ZEPPELIN.

A HUNDRED APPLICATIONS.

[THROUGH REUTER'S AGENCY.]

NEW YORK, Oct. 22nd.

Despite the Graf Zeppelin's adventurous journey across the Atlantic, a hundred people are anxious to book for the return flight at a fare of \$600 each.

Only twelve will, however, be selected.

AMANULLAH'S NEW IDEAS.

ENFORCEMENT CAUSES TROUBLE.

[REUTER'S AMERICAN SERVICE.]

PESHAWA, Oct. 22nd.

Afghan cavalry, assisted by artillery, left Gardez on October 10th, to carry out a punitive expedition against a Ghilzai village in the vicinity of Altimur Pass on the Kabul-Gardez Road. The expedition successfully accomplished their mission, the villagers being reduced to submission.

Although facts are difficult to obtain, the action seems to confirm the stories that trouble is brewing in Afghanistan owing to the King's efforts to enforce Westernisation too speedily.

GIGANTIC NICKEL MERGER.

BRITISH CONTROL OF WORLD RESOURCES.

GUARANTEE OF PEACE.

[REUTER'S AMERICAN SERVICE.]

New York, October 23rd.

According to the New York American a merger involving \$28,000,000 sterling has just been ratified between the International Nickel Company and the Mond Nickel Company. This places the control of almost the entire world's nickel resources in British hands.

The merger will be effected through the International Nickel Company of Canada, a subsidiary of the International Nickel Company, which is incorporated in New Jersey.

The Toronto Globe and Mail and Empire state that Canadian interests headed by Sir Herbert Holt, have secured the majority of the stock of the International Nickel Company from its former New York control through active buying in the New York and Canadian markets in the past few months. Both newspapers state that this action is "part of Britain's policy to secure world peace by dominating the source of supply of one of the essential implements of war."

SOVIET SEARCH FOR OIL.

BORING WORKS STARTED.

[THROUGH REUTER'S AGENCY.]

Moscow, Oct. 22nd.

The Supreme Council of National Economy of the Soviet Republic has ordered explorations for new oil and gas-bearing fields to be carried on during the next five years.

The Soviet Oil Trusts have started boring works in the Kerch Peninsula and near Batum.

GROWTH OF BRITISH INDUSTRIES EXHIBITION.

FOREIGN INTEREST.

Space in the London section of the British Industries Fair, to be held at the White City, from February 18th to March 1st, is being booked more quickly than ever, the total stand area reserved up to last month exceeding 230,000 square feet as compared with 191,000 square feet at the same time last year.

An official of the department said to a reporter: "The increase of nearly 40,000 square feet is equivalent to the whole area of many an exhibition of overseas trade. In the sections for jewellery, pottery, stationery, and scientific instruments, more space has been booked in each than was occupied at the fair last February."

"The Birmingham Jewellers' and Silversmiths' Association is arranging for the first time a composite exhibit with a general lounge and private cubicles where manufacturers and buyers may talk and examine samples in private, and many of the Association's members will also have stands of their own."

"The Empire Marketing Board's display will include Canadian exhibits for the first time, and in addition the Canadian Government has taken a whole new hall with 7,000 square feet of stand space for a display by Canadian manufacturers."

"Apart from the addition of that hall to the fair area, we are taking in the huge machinery hall, which has not been used by us before. That means an addition of 100,000 square feet, more than the total stand area in what are known as the 'overhead galleries' from Shepherd's Bush Station, to Wood Lane Station. It will house textiles, stationery, and furniture."

"Repairs to the Government's preliminary invitation to important overseas buyers to visit the fair are now coming in, and the countries from which acceptances have been received include Holland, Belgium, Germany, Syria, Persia, Java, Sumatra, Australia, China, Japan, Chili, and Uruguay. Some of the United States trade buyers and principals of firms were particularly pleased at the profitable business they were able to transact at the last fair, and as a result, it is likely, we hear, that they will come in in increasing numbers next February."

A MOVE TOWARDS SOCIALISM.

HOOVER'S ATTACK ON DEMOCRATS.

WHAT'S WRONG WITH EUROPE.

[REUTER'S AMERICAN SERVICE.]

New York, Oct. 22nd.

The veteran statesman, Mr. Elihu Root, presided at a meeting of 20,000 people which assembled here to hear Mr. Hoover speak in furtherance of his candidature for the Presidency.

In the course of his speech, Mr. Hoover vigorously accused the Democrats of moving towards a state of Socialism for a solution of such problems as Prohibition, farm relief and electrical power.

Mr. Hoover emphasised the many failures where there was Government operation and control at home and abroad during the Great War, and expressed the view that much of the retarded recuperation of Europe was due to the stifling of private initiative on the one hand and overloading the Government on the other.

Alluding to the religious issue, Mr. Hoover said every man should be respected in the faith which his conscience and heart directed him to follow.

RUBBER FROM WEEDS.

[THROUGH REUTER'S AGENCY.]

KIEFF, Oct. 22nd.

An engineer named Voinarovsky claims that as the result of four years' experiments, he has succeeded in making rubber from ordinary weeds.

TRAGIC FATE OF VISCOUNT GREY'S BROTHER.

KILLED BY BUFFALO IN AFRICA.

Mr. Charles Grey, the only surviving brother of Viscount Grey of Fallodon, and heir to his baronetcy, has died in Tanganyika from injuries inflicted by a buffalo.

The news was received in London by the Colonial Office last month. A high official broke the news to Viscount Grey, who was staying at his house in Smith-square, Westminster. Viscount Grey was deeply shocked, and at once arranged to leave London for his home at Fallodon, Northumberland.

It is a tragic coincidence that in 1911 another of Viscount Grey's brothers, Mr. George Grey, was also killed by a wild animal in East Africa. He was mauled by a lion while hunting big game on the Athi river.

Three Brothers.

At that time he was heir to Viscount Grey's baronetcy, being the eldest of the viscount's three brothers. Viscount Grey has no family. Mr. George Grey died unmarried.

When Mr. George Grey was killed, the next brother became heir to the baronetcy. He was the Rev. Alexander Harry Grey, and he died in London after an operation in 1914.

On the death of the Rev. A. H. Grey, Mr. Charles Grey, who has just been killed, in turn became heir to the baronetcy, being the third of Viscount Grey's brothers. He has also died unmarried.

Two brothers having also died, none of them leaving any children, the heir to Viscount Grey's baronetcy is now Captain Henry George Grey, R.N., Viscount Grey's first cousin once removed. He retired from the Navy in 1900, and is now seventy-six.

Viscount Grey's first wife was fatally injured on February 1st, 1908, when she was thrown from a dog-cart while driving near Ellingham, Berwick.

Mr. Charles Grey, whose death has now taken place, served with distinction in the war, winning the Military Cross and being mentioned in despatches. He was fifty-five.

THE NAVAL LIMITATION PACT.

DISAPPROVAL OF FOREIGN OFFICE METHODS.

"DECIDEDLY PROSAIC DOCUMENT."

CRITICISM IN THE PRESS.

The Foreign Office methods in connection with the Naval Limitation Pact find little appreciation in the Conservative press, and much lively criticism from the opposition. The Morning Post thinks that the charge of "secret diplomacy" against Britain and France is exploded, but the Daily Mail complains of the secrecy of the methods employed, and considers it a great misfortune that an agreement which might, with happier management, have done so much good, should have put the clock of disarmament so far back.

The Daily Express considers the Foreign Office's "naive misunderstanding of all outside opinion and psychology was hardly surpassed by Germany in the days of the war," while the Daily Telegraph credits the Foreign Office with being animated by good intentions. On the other hand the Daily Herald has described the pact as a "Himalayan blunder."

The Daily News says that the general impression remains that Britain has seriously endangered Locrane by committing herself subtly but decisively to the French interests, and the Daily Chronicle is at a loss to understand how Britain and France selected terms which were known beforehand to be utterly repugnant and unacceptable to the United States. It asks if the concession to France about conscription must be regarded as irrevocable.

The Times finds the white paper "a decidedly prosaic document" and an "anticlimax," but suggests that as there is no deviation whatever in principle from the fixed course of British policy, there was no reason to suppose that the compromise would necessarily prove unacceptable to America. On the other hand France and Britain should have been more careful to prevent a misunderstanding. The Manchester Guardian says that the all important question is whether the British Government is committed by the compromise. The journal considers that it is a scrap of paper, which should be dropped in the English Channel as swiftly as possible.

In Paris the "absolute good faith," "rigorous logic" and "purity of intention" of the British and French Governments is acclaimed by the Right Wing newspapers, while commenting on the white paper the Socialist organ, L'Œuvre, considers that despite some clumsiness on the part of Britain the negotiations were quite correct. The Communist organ, Humanité, declares that the publication is a "striking indictment of imperialism."

[BRITISH WIRELESS SERVICE.]

Rugby, Oct. 22nd.

The White Paper is a comprehensive document covering the history of the negotiations leading up to the exchange of Notes containing the terms of the proposed compromise and the subsequent correspondence with the other chief naval Powers.

As the result of unauthorised and incomplete disclosures, the compromise became the object of comments of erroneous and misleading character, and it is believed the White Paper will place the matter in its true perspective.

In a circular despatch to British representatives in the capitals of countries represented on the Preparatory Commission, Lord Cullen, the Acting Secretary for Foreign Affairs, emphasises that the Anglo-French compromise cannot be regarded as a detached or isolated event.

Chain of Endeavour.

"It is the most recent link in a long chain of endeavour to implement the provisions embodied in Article VIII of the Covenant of the League of Nations to the effect that members of the League recognise that the maintenance of peace requires a reduction of national armaments to the lowest point consistent with national safety."

"The first steps taken by the League to fulfil this obligation were turned in the direction of comprehensive schemes of mutual assistance in the belief that the creation of a general sense of security was the most promising avenue to the all-round reduction and limitation of armaments."

Preparatory Commission.

"In face of continued failure to reach an agreement on any such scheme, this line of approach was abandoned in favour of more direct methods, and, in December, 1925, the Assembly set up a special Commission with a mandate to prepare the ground for a General Conference. This Commission, known as the Preparatory Commission, attacked its main task at its third session (March to April 1927) at which British and French representatives each put forward a draft limitation Convention as a basis of discussion."

"There was a wide divergence between these two drafts. On the naval side, the British draft provided for the limitation of vessels of war in nine separate categories."

"The French draft was for limitation, broadly speaking, by total tonnage."

"It was between these principles—limitation by classes, or limitation by total or global tonnage—that the chief controversy has turned."

Taking Sides.

"Other Governments represented on the Commission ranged themselves, some on the one side and some on the other." In the hope of bridging this divergence the French delegation, some days later, put forward a modified proposal, which went so far to meet the British view as to introduce classification by four classes.

"It contained provision, however, for the unlimited transfer of tonnage from one class to another, and partly for that reason, and partly owing to the small number of classes, it proved unacceptable to the British delegation."

"Confronted by these acute and seemingly irreconcilable divergences and anxious to do nothing which might prejudice the success

of the Naval Conference to which the United States Government had recently issued invitations, the Preparatory Commission adjourned without having made any progress towards an agreed text of a skeleton Convention.

A Deadlock.

"Two months later, the Naval Conference met in Geneva only to break down after seven weeks of effort."

"In the face of the deadlock in the Preparatory Commission followed by the failure of the Geneva Conference, prospect of immediate progress appeared to be extinguished."

"Informal conversations, however, were frequent at Geneva, and ultimately culminated in a conversation between M. Briand and Sir Austen Chamberlain in March, 1928, which led to the compromise under review."

Concessions On Both Sides.

"In the course of their discussion, Sir Austen Chamberlain mentioned certain suggestions which had been made by the British Admiralty, and he subsequently communicated a written Note of them to Mr. Briand at the latter's request. They provided for limitation by six classes, all types of vessels being included. They were not acceptable."

"In considering these successive steps towards a compromise it should be borne in mind that the British contention had always been for limitation in detail and the French contention for limitation by total tonnage."

"Thus the original British plan had been for classification by nine classes. Under the modified British proposals as submitted to M. Briand after the March conversation the number of classes had been reduced to six, but included vessels of all types."

"On their side the French Government, no less anxious than the British Government to promote an agreement, had shown disposition to meet the British thesis as far as possible. In the end, a compromise was reached on the basis of limitation, applicable to four classes of war vessels."

Basis For Negotiation.

"While admittedly incomplete as a final solution of the naval limitation question, they would, if adopted, have added two further classes of vessel to the two classes limited under the Washington Treaty."

"They could only lead to useful results if the other principal naval Powers were ready to regard them as offering a possible basis for the resumption of negotiations in the Preparatory Commission."

Army Limitation.

"As in the matter of naval disarmament, the question of classification versus global tonnage had hitherto impeded progress, so in the matter of the land disarmament, the question of limitation of military-trained reserves had proved the stumbling block."

"The French Government and the majority of Governments represented on the Preparatory Commission had held that Reserves should be excluded from limitation, while the British Government had consistently supported the opposite thesis. For some time, however, they had realised that further opposition on their part to exclusion of these trained reserves could, in the face of the attitude maintained by the majority of the Preparatory Commission, only have the effect of preventing progress indefinitely."

(Continued on Page 8)

LADIES' HARBOUR RACE.

MISS KWOK CHOY MING WINS.

A FINE SWIM.

Much interest was shown by spectators who lined the sea wall and the premises of the Victoria Recreation Club for the ladies' harbour race held yesterday afternoon. Miss Phyllis Hunt, the winner for the last two years, and Miss M. George who was a strong favourite for the event, were beaten by that lucky circumstance which generally enters into cross harbour swims—the movements of the tide. Miss Kwok Choy Ming, a swimmer with a reputation in recent competitions organised by the Chinese, won in fine style in very good time.

Competitors were carried across the harbour in a steam launch in which were officials of the Club. There were five competitors, the Misses Phyllis and Doris Hunt, M. George, Kwok Choy Ming, and Chan Yeuk Fai, the last being the smallest of the group. A good start was given by Mr. C. J. Cooke, who followed the competitors in another boat. Shortly after the swimmers had plunked off the launch which conveyed them, the vessel went aground against the sea wall near the Railway Pier, and all aboard were "marooned" until Mr. Aris on a police launch, after failing in his efforts to get the boat out, kindly conveyed the officials and others on his own launch as far as Murray Pier. They were just able to see the finish. It was stated that the propeller of the Chinese launch had been fouled by a cable.

Winner Helped By The Tide.

At the start the Misses Hunt kept together in the centre of the group. Miss George was swimming some distance away on the left, gaining steadily on her nearest competitor, Miss Chan. The other Chinese competitor, who was close behind the Misses Hunt, broke away to the right, and in mid harbour the swimmers were far apart. Miss Kwok swam in a wide semi-circle which would have normally carried her towards Blake Pier, but she altered her course and was greatly helped by a tide which carried her strongly towards her objective. When she reached the straight she was a little ahead of Miss George, but far enough to avoid any challenge. Spectators, among whom were many Chinese, cheered their favourite. Miss Kwok finished first and was followed by Miss George for second place.

The Misses Hunt met misfortune on the way and adverse currents separated the two sisters. Miss Chan, who had taken a course on the Naval Yard side, then drew into the straight and was strongly challenging the elder Miss Hunt for third place. Doris was far behind on a line with Murray Pier. The three finished in this order, there being very little distance between third and fourth places.

Finishing Order And Times.

The order of finishing and official times were:—

	Min.	Secs.
1. Kwok Choy Ming	35	47.2-3
2. M. George	35	52.3-3
3. Phyllis Hunt	37	41
4. Chan Yeuk Fai	39	19
5. Doris Hunt	40	20

The winner received hearty congratulations at the Club house on her very creditable performance against such strong competitors. In defeating Miss Phyllis Hunt, last year's winner, and Miss George, who also swam extremely well, Miss Kwok accomplished what Miss Ho Kit Chee failed to do last year when she had to be content with second place. The Misses Hunt received congratulations on their persevering efforts and the sympathy of their supporters on their hard luck in running into an adverse tide.

Previous Winners.

The following were the previous winners in this event and the times:—

	Min.	Secs.
1920 Miss Ruby Young	37	10.1-5
1921 Miss G. Ramsay	36	02
1922 Miss M. Groundwater	36	
1923 Miss M. Groundwater	34	18.3-5
1924 Miss M. Groundwater	34	31
1925 Miss F. Owen	41	02
1926 Miss F. Hunt	43	24
1927 Miss F. Hunt	39	47

OPEN HARBOUR RACE TO-DAY.

About thirty competitors have entered for the men's harbour race to-day, which is open to all nationalities. There are many Chinese entries among them being the Chinese Club harbour race winner, Chan Chan Hing, Leung Sui Man and the Young brothers, L. Roza Pereira and Bdr. Norris, who took second and third places respectively last year, should also be in the fore in the race.

(Continued at foot of next column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

ADAMSON CUP, OCTOBER QUALIFYING COMPETITION.

H. Hampton 93-23=70 qualifies. Other scores: E. Moore 86-15=71; J. Stewart 89-13=74; F. E. Booker 87-10=77.

TO-DAY'S FOOTBALL.

K.O.S.B. AND R.A. MATCH POSTPONED.

The first division match between the K.O.S.B.'s and the Royal Artillery, down for decision to-day has been postponed, owing to the military duties of the units concerned.

MID-WEEK LEAGUE.

South China v. Chinese Athletic. Referee: P. F. Farnworth. Lam Long Wan v. Police. Referee: B. Q. M. S. Hutchins.

The match between South China and Chinese Athletic played at Caroline Hill will be the star match to-day, and an interesting game will be seen. Probably the Athletic will be too good for South China, and should bring the points away with them.

The Police who play the Lam Long Wan side should gain their first victory on the Chinese ground at Happy Valley.

On St. Joseph's ground at Happy Valley, Ewo will probably dispose of the lowly Hung Kai School.

RUGBY FOOTBALL.

H.K.R.F. CLUB v. H.M.S. "CUMBERLAND."

The match between the Hong Kong Rugby Club and H.M.S. "Cumberland" originally arranged for Wednesday has been altered to Thursday 25th at 5 p.m.

The following will represent the Club:—R. J. Griever, G. P. Lamert, V. Stannion, H. V. Koop, M. D. Scott, J. E. Ronnar, C. D. Wales, J. H. Raikes, W. Beveridge, B. Massey, F. D. Roberts, J. A. E. Kendrew, H. F. Akhurst, E. R. West and J. Riddell.

CRICKET.

H.K. VARSITY 2ND XI. v. H.K. ELECTRIC C.C.

The following have been selected to represent the Varsity 2nd XI. in a League match against the Hong Kong Electric Cricket Club on Saturday, on Home Ground:—F. Hiptool, (Capt.), Dr. M. B. Osman, A. Baker, H. T. Barma, A. Chan Fook, F. S. Chen, A. B. Siemann, N. P. Karanjia, G. E. Yeoh, A. A. Aziz, and H. E. Adams.

HOCKEY.

MIXED MATCH ON SATURDAY.

There will be a Mixed Hockey Match on Saturday next, October 27th at King's Park at 4.15 p.m.

The teams will be chosen from the following ladies and gentlemen:—Misses: M. Wallace, M. Bird, L. Laing, B. Taylor, E. R. Bell, A. Owen Hughes, I. Bell, N. McNeillie, D. Stannion, M. Riggs, M. Hanson, J. Whyte, E. J. Coppin, M. Pope, and P. Goodall.

Messrs: A. A. Dand, A. C. Howell, W. Woodward, D. Lyon, F. E. G. Mann, W. H. Smith, P. Sands and Dr. F. R. Ashton.

Referee: Mrs. Andrews and Mr. F. Allen.

INTERNATIONAL SOCCER.

ENGLAND BEATS IRELAND.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 22nd. At Goodison Park, Everton, to-day in the season's first soccer international, England defeated Ireland by two goals to one. The game was played in beautifully sunny weather, over 25,000 spectators attending.

Mr. C. J. Cooke (Hon. Secretary of the V.R.C.), who in spite of his years beat all competitors the last two seasons for the premier place, will probably take part. He has quite a lot to do with his official duties connected with the race, but he thinks that he might at the last moment decide to take part.

With the veteran challenging the other strong swimmers in the competition, the race should prove exceptionally interesting. Competitors will be taken across from the V.R.C. at 5 p.m. and the race will start immediately the party reaches the Kowloon side.

OXFORD RUGBY FOOTBALL.

PACK LIKELY TO BE STRONG.

STAND-OFF HALF THE ONE DOUBTFUL POSITION.

Oxford University R.F.C. made a start with their season on October 15th. Having been under a cloud for the past two or three seasons—since the Macpherson era—it is encouraging to write that their prospects this season are very much brighter.

E. G. Taylor, a Scottish international, is the successor in the captaincy to D. F. Landale, and he expects to have the assistance of J. W. G. Hume, and W. Lusty (three-quarters), J. P. W. Mallieus (half-back), J. M. Bannerman, T. W. Gubb, L. J. Davies, A. N. Gould and J. H. F. Edmiston (forwards). The two last-named are rather doubtful, however. Gould was in a serious motor accident in the summer and Edmiston may be going abroad.

The positions to be filled are full-back, centre three-quarter, outside half, and three—possibly five—places in the pack.

It is unfortunate for the Dark Blues that neither F. W. B. Mills nor H. Russell, both very sound full-backs, will be in residence.

Probable Full-back.

On his last year's form Russell, a South African, would have been an excellent successor to M. A. McCaslin.

The most-favoured player now is R. Keet, Stellenbosch, South Africa, who played many fine games in the college cup-ties last season and has had much experience.

The three-quarter line should be all right, as both E. G. Taylor and W. Lusty are strong runners on the wing, and there are plenty of centres from whom a choice can be made.

J. W. G. Hume was also involved in the motor accident with A. N. Gould, but he expects to be quite fit again in a few weeks.

Should this prove to be the case there is only one position in the three-quarter line to be filled, and among the candidates are such able players as N. A. Doggart, P. C. Alexander, a South African, T. S. Roxburgh, N. M. S. Macpherson, H. H. Turcan, V. A. Titteblad, and C. A. Hinds-Howell.

The last-named, a Marlborough boy, was hardly given the opportunity last season for his excellent form in the trials warranted.

At half-back the discovery of a stand-off partner for Mallieus is admittedly no easy matter; in fact, it may be said to be the crux of the whole situation.

Probably a trial will be given to Roxburgh, who, though really a three-quarter, had a few games as a fly-half last season. His style, however, is unorthodox and he might not prove to be the player for the position.

If A. J. du Plessis, a South African, is still up, he also might be tried, as there are quite a number of old players in Oxford who rate his ability very highly.

Five Forwards Available.

Though the loss of A. N. Gould would be serious if the pessimistic news of his condition is only half true, there are a number of fine forwards in residence, to judge by the standard of the college cup-ties. These include big men like D. S. Troup, N. H. Jones, B. H. Black, J. R. Pinn and M. J. Molohan, and men of the greyhound type such as A. E. C. Prescott, V. J. Flynn, A. C. Criddle, A. J. Paterson, P. C. Horden, W. P. Mathews, E. Braithwaite, and J. H. T. Barstow.

With such a leader as J. M. Bannerman and such fine material from which to make a selection, it will be surprising indeed if the Oxford pack does not prove to be the strongest part of the team.

As usual, very little is known of the Freshmen. H. Pritchard, a Welshman, is reputed to be a good three-quarter, and so, too, is A. W. M. Roberts, of Bromsgrove, a younger brother of the Cambridge Blue.

Then there are glowing reports of H. Rees, a half-back from St. Andrews, Grahameston, and a younger brother (a forward) of K. de Hofmeyr, last year's Oxford "hooker."

The Fixture List.

The fixture list is very much on the same lines as previous years, and last season's mistake of playing a match before the Seniors and Freshmen have been put through their paces has not been repeated.

It has not been found possible to include so many of the Scottish sides as usual, nor to give games to as many of the provincial clubs as were anxious to appear on Oxford's list.

The full list of fixtures is as follows: Nov. 1st, Gloucester (away); 3rd, Edinburgh University. 11th, Cambridge, at Twickenham. 15th, during the summer the ground has been treated with a special kind of sand to prevent it getting so heavy and various additions have been made to the pavilion, including the fixing of some new baths.

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NAVAL LIMITATION PACT.

(Continued from Page 7).

British Withdrawal.

"So long ago as April, 1927, Viscount Cecil clearly foreshadowed the withdrawal for the sake of agreement, of the British opposition. When therefore, the two Governments were advancing towards a compromise in the matter of Naval Limitation, it was felt the progress of agreement could only be facilitated by a formal intimation that the concession made to the views of British Government on naval classification, would enable them to withdraw their opposition to the French standpoint in the matter of military-trained reserves."

Full Publicity.

Referring to criticisms of the alleged secrecy of the negotiations, Lord Cusendun recalls the March announcement that the negotiations were proceeding, and points out that when the compromise proposals were ready for submission to the other naval Powers, the fact was announced by Sir Austen Chamberlain in the House of Commons, while he himself gave to the Press on August 30th a full account of the circumstances in which the compromise was reached, and an emphatic denial of the speculation as to the existence of secret clauses and political understandings.

The whole case is revealed in the correspondence and any suggestions to the contrary are totally devoid of foundation.

Replies of Other Nations.

The proposals were submitted at the end of July to the Governments of the United States, Italy and Japan. While the Japanese Government expressed concurrence in the purpose of the proposals the Governments of the United States and Italy, for reasons clearly and correctly explained in their Notes, have not seen their way to accept them. The communications are receiving attentive consideration and a reply will be made in due course.

A circular despatch is included in the documents now brought together in the White Paper, which begins with an extract from the opening speech of the President at the third session of the Preparatory Commission. The British and French draft Conventions are set out and the discussion of them is summarised in extracts from the speeches of the delegates of the naval Powers.

Prepared To Yield.

Lord Cecil's speech, to which Lord Cusendun refers was delivered at Geneva when, in session, the modified French draft was submitted to the Commission. Referring to the British view that some account ought to be taken of trained military reserves of the different countries he said: "We have felt, and I have stated it all along, that it is a matter, which however strongly we may feel about it as a matter of principle, does affect our military strength, and that if a limit of military strength can be arrived at which would not include any limitation of trained reserves amongst other countries, then I do not think it would be at all likely that my government would insist on its view with respect to that."

On March 8th of the present year, at Lord Cusendun's suggestion, Sir Austen Chamberlain discussed with M. Briand the disarmament position with reference to the meeting of the Preparatory Commission called for the following week.

Different Outlooks.

The record of the conversation says that Sir Austen Chamberlain began by regretting that on the two crucial military and naval questions, the French and British were diametrically opposed.

British public opinion, with its traditions, believed that voluntary armies were defensive and that conscript armies implied offensive war, whereas he was fully aware that to the French mind compulsory military service seemed a guarantee of a pacific policy and a voluntary army appeared in the dangerous light of a Praetorian Guard.

He went on to say that Britain had been reconsidering what we thought essential from the naval point of view and he told M. Briand of the modified proposals drawn up by the Admiralty.

A Compromise.

Public opinion realised that concessions were necessary from all parties for a general settlement to be reached and if he could point to a concession by the French in naval matters, it would probably acquiesce in his yielding the point on the military side.

On other hand, we could not abandon the British standpoint on the question of army reserves unless we could justify this concession by pointing to a similar concession made to us in the naval sphere.

M. Briand asked for a personal copy of the revised Admiralty proposals.

(Continued on next column.)

FRENCH TENNIS DISPUTE.

DEMANDS BEFORE THE CHAMBER.

[THROUGH REUTER'S AGENCY.]

-PARIS, Oct. 23rd.

Mr. Henry Pate, Vice-President of the Chamber and President of the Parliamentary Sports Group, has declared that he will bring the demands of the Lawn Tennis Federation before the Chamber.

posals referred to by Sir Austen and said he would put them before the French naval authorities.

They were not accepted but the conversations between Anglo-French naval experts proceeded, and proposals based on suggestions made by a French naval representative to Admiral Kelly were on June 23rd officially submitted to the French Government which in its desire to secure a solution of the question accepted them in principle.

Terms Stated.

Agreement was confirmed and the terms of the compromise restated in a Note to M. Briand on July 15th stating *inter alia* that the British Government "are in full agreement with the French Government that the assent of the other great naval Powers is essential to success, and as desired by the French Government His Majesty's Government will communicate to the Governments of the United States, Italy and Japan the compromise which has already received the approval of France and Great Britain, that is to say, the limitations which the Disarmament Conference will have to determine will deal with four classes of warships: firstly, capital ships—ships of over 10,000 tons or with guns of more than eight inch calibre; secondly, aircraft carriers of over 10,000 tons; thirdly, surface vessels of, or below, 10,000 tons armed with guns of more than six-inch and up to eight-inch calibre; and fourthly, ocean-going submarines, that is, over 600 tons."

The New Classes.

The Washington Treaty regulates limitations in classes one and two, and the Disarmament Conference will only have to consider a method of extending these limitations to this Treaty.

As regards classes three and four, the Final Disarmament Conference will fix the maximum tonnage applicable to all Powers, which no Power will be allowed to exceed for a total of vessels in each of these respective categories during the period covered by the Convention. Within this maximum limit, each Power will at the final conference indicate, for each of these categories, the tonnage they propose to reach, and which they undertake not to exceed during period covered by the Convention.

Germany Disconcerted.

A Reuter's message, analysing the White Paper, says it is noteworthy that while the American Note does not refer to the British acquiescence in the French standpoint regarding military reserves, but concentrates on the naval question, this point was taken up by the German Government as shown by a telegram from Sir Horace Rumbold, the British Ambassador in Berlin to Sir Austen Chamberlain, dated August 4th, saying that the German Government "is somewhat disconcerted by the news of the compromise, and fears that it may imply some concession on the part of His Majesty's Government."

Sir Austen replied on the following day authorising him to give the German Government an assurance that nothing in the compromise was inconsistent with the Locarno Treaties, and declaring that the text referred exclusively to naval limitation, though there was an understanding with the French Government, made before the text of the compromise was drawn up, that Britain is prepared to withdraw opposition to the views on trained reserves. Sir Austen said that no other engagement had been entered into by either Government.

French Yellow Book.

PARIS, Oct. 22nd. A Yellow Book relating to the Naval Compromise identical with the British White Paper, excepting the French despatches to its own diplomats abroad, has been published.

It is noteworthy that the document procured by Mr. Horace Moran and published in the *New York American* is not included in the Yellow Book; as it is of secondary importance, merely containing a general version of events for the benefit of French diplomats in capitals not directly interested.

Japan's Views.

TOKYO, Oct. 23rd. The Government has published the Japanese note, dated September 7th, in reply to the British note of August 2nd, outlining the Anglo-French naval agreement.

Japan in her reply expressed her "sincere concurrence" in the principles of the agreement, but urged a reconsideration of the clauses dealing with the limitation of 10,000-ton cruisers and large submarines, since she believed it impossible to set inflexible limits to these types which would satisfy all nations.

NORTH MANCHURIAN PLAGUE PREVENTION SERVICE.

SUMMARY OF SIXTEENTH ANNUAL GENERAL REPORT.

VACCINE AND SERUM DISTRIBUTED BY AEROPLANE.

PROMPT MEASURES STAMP OUT MONGOLIAN OUTBREAK.

Dr. Wu Lien Teh, the Chief Medical Officer, has submitted to the Minister for Foreign Affairs, Nanking, the following summary of the sixteenth annual general report of the North Manchurian Plague Prevention Service for the year ending September, 1928.

Plague.

This infection continues to be widely distributed, fresh areas being added to the already long list of infected localities. French Indo-China is widely invaded. Hong Kong with a clean bill of health since 1923 has since this spring recorded half a dozen human cases. Siam and Ceylon are also attacked though not seriously.

In China and Manchuria all seemed well until last August, when suspicious deaths were reported from the Tung Liao district, which had been recently opened up for cultivation mainly by the building of the Suijingkai-Chengchiatun-Tuonan (Sui-Tao) and Suijingkai-Chengchiatun-Tungliao. Railways, which branch off at Sui Ping Kai from the South Manchurian Trunk line. Also the completion of the 250 mile track between Tungliao in the north and Tuhusan in the south (on the Peking-Mukden Line) has brought this vast fertile new region within easy reach of Mukden and Peking. Unfortunately, such easy access by rail has also introduced attendant dangers of plague from the endemic centers of Outer Mongolia.

Telegraphic enquiries were sent me both from the League of Nations in Geneva and the Eastern Health Bureau at Singapore for information regarding 20 suspicious deaths at Tungliao early in August. I immediately took train and visited the spot (410 English miles from Harbin).

It appeared that local doctors had seen some patients complaining of fever, headache, and unconsciousness, sometimes diarrhoea, and dying within two to three days after first appearance of symptoms.

In one of the six persons living within the same compound a bubo in the groin was suspected. Blood-spitting was never seen. There was no unusual mortality among domestic rats. I caught six wild rodents belonging mostly to the *Spermophilus* group but none of these showed any disease.

In the first week of September, a request came from the authorities of the Sui-Tao Railway asking for medical help as some suspicious deaths had occurred at Chienchiatao a village of 1,600 persons lying 23 miles east of the railway terminus at Tungliao. Senior Medical Officer Chun Wingham at once proceeded there on September 5th. On the 7th he wired back that he had seen a case with febrile bubo, the contents of which showed plague bacilli under the microscope. Cultures and other bacteriological tests in our Harbin Laboratory have since confirmed the diagnosis of true plague. It is probable that, like last year, some isolated cases have been smouldering on the Mongolian frontier since early summer and have now taken an active form.

From Urga we have also received telegraphic information about a human plague outbreak, and the Mongolian and Russian Medical Departments have requested us to send 3,000 doses of vaccine and 10 litres of serum to them. This request we have carried out, the boxes containing the medicine being sent via the Siberian Railway as far as Verkhne-Udinsk, whence they were transported to Urga by aeroplane. So, even in far off Manchuria and Mongolia we are making full use of the latest means of communication for aiding distressed humanity.

Cholera And Other Infectious Diseases.

Thanks largely to early precautions undertaken by the Health Departments in Shanghai, there have only been sporadic cases of cholera in that area during 1928. Apart from a cleaner water supply the Chinese have erected a splendid new plant with rapid sand filtration at

Woosung), Dr. Houki Hu, Health Commissioner of Greater Shanghai has vaccinated 250,000 employees of local mills and factories against cholera during this summer.

INFLUENZA seems to have taken firm hold of this province, for quite a number of outbreaks have been reported, from various localities. In some pneumonia set in but as a rule the symptoms were mild.

SMALL-POX continues to be endemic but is rarely fatal among Chinese.

SCARLET FEVER has not taken on a severe form for some years, though thanks to the exodus of immigrants from Shantung there was an unusually large number of typhus cases among them. At Dairen over 100 cases were received in hospital, while along the route to Harbin we had quite a stream of such cases during the spring.

TYPHOID FEVER and DYSENTERY are present, particularly the latter, which seems to be especially virulent among Japanese residents.

VISIT TO INDIA. Under orders from the Central Government, I attended the Seventh Conference of the Far Eastern Association of Tropical Medicine held at Calcutta from December 5th to 22nd, 1927. I read two papers based upon researches conducted in Harbin during the last two years, namely:—

1.—The perpetuation of plague among wild rodents.

2.—Problems of pneumonic plague.

At the final session, it was provisionally decided to hold the next conference at Peking in 1930, if political conditions at that time allowed.

I reached Harbin on April 7th, having investigated medical conditions at Rangoon in Burma and Bangkok (capital of Siam) on the way back.

Heavy Rain In North Manchuria.

The summer began with some very hot days, but throughout July, August and September there has been almost unceasing rain throughout the greater part of North Manchuria, so that this year may be called one of the wettest on record.

The Rivers Sungari and Amur have both surpassed their usual level, so that in the Amur district there have been disastrous floods entailing considerable suffering and monetary losses among the population. Because millions of pieces of firewood have been washed away, there may be a timber famine this winter.

Bumper Crops.

On the whole, however, the country has been blessed with bumper crops of beans, wheat, knollings, millet, and hemp. Thanks to the extensive migration of people from the famine and war-stricken areas of Shantung, the virgin soils of these parts, the Tuonan and Tungliao districts are now cultivated with profitable crops, which will increase in quantity as time goes on.

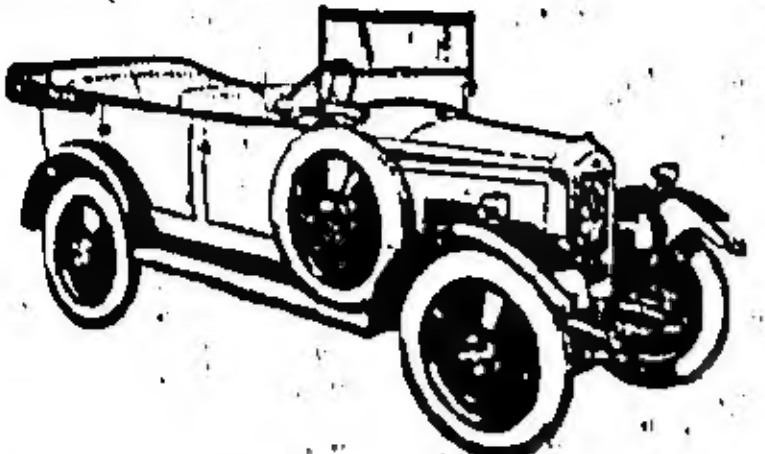
In fact, with means of transit and abundant and industrious population developing the enormous fertile territory, it is quite easy to predict that before long Manchuria will become one of the biggest granaries of the world.

Harbin's Progress.

The city of Harbin has made remarkable strides and can now boast a population of over 400,000. Many new schools have been built, including a medical one attached to our Harbin Hospital. Electric trams are running and new waterworks will soon be built. The streets are cleaner and busier than ever, and for five local cents one can take a ride from the Chinese city to the Special Area two miles away.

Land, house rent and the cost of living have all gone up, and plenty of ready cash seems to be in evidence. Both the Chinese Eastern Railway and the South Manchurian Railway each declared a net profit of 40,000,000 yen last year. The same of prosperity has not yet been reached.

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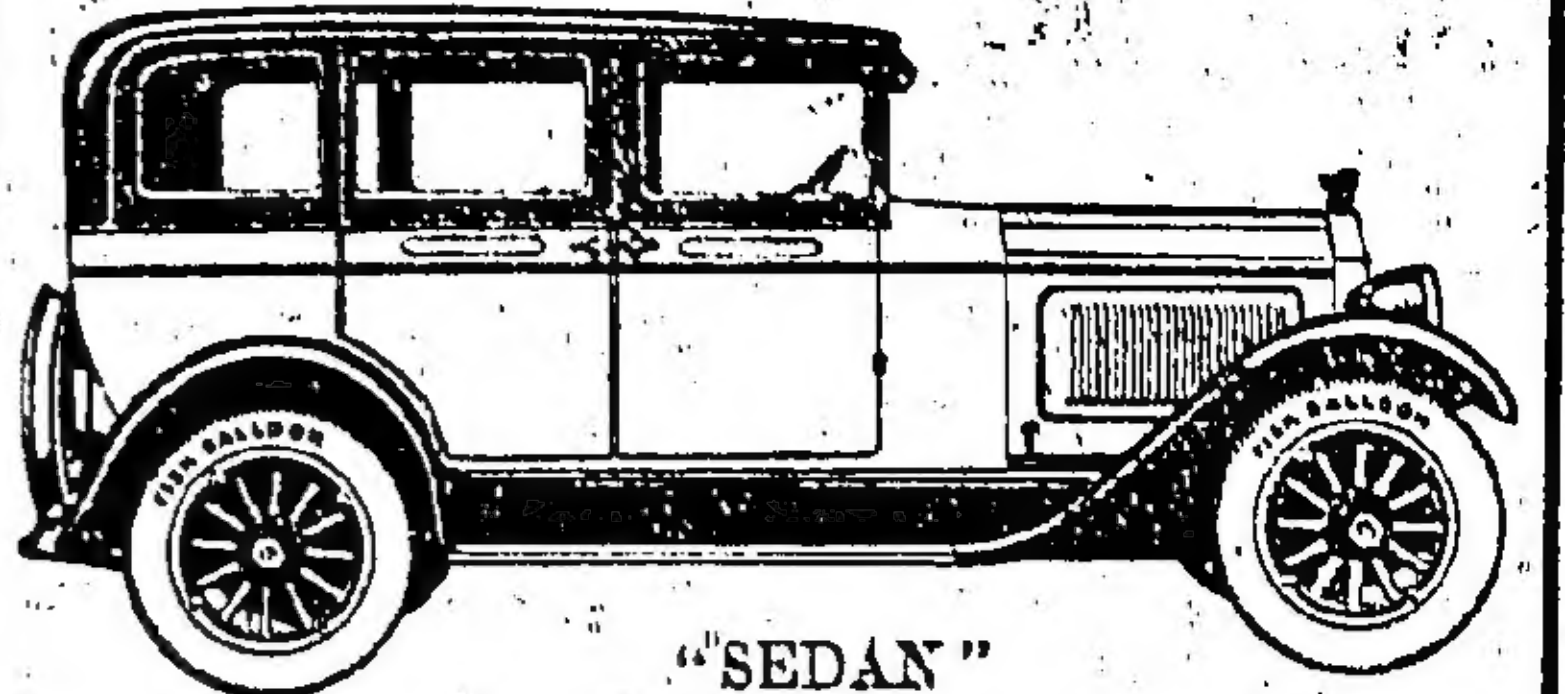
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MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Local Motor Notes—Cars of 1929—Hospital and Motorists—Canadian Motor Trade—Judgment in Driving—Magistrate Speaks His Mind—Car Controls—Fitness Tests for Drivers—Fish Spirit for Motor Cars.

LOCAL MOTOR NOTES.

PROPOSED PARKING IMPROVEMENTS.

The number of cars in the Colony is steadily increasing, and parking space is now a big problem for the Traffic Department. The taxis and public vehicles have usurped pretty well every vacant spot in town, and private owners generally find it impossible to find space close to their offices. The Traffic Department has, however, devised a plan in the interests of private owners and have sent this plan to the Government for approval.

Although the Traffic Department does not wish to divulge details at present, we have been informed that separate parking spaces will be set aside for private cars, taxis, and the public vehicles. Parking space will also be available where cars can be left unattended. We trust that the plan, finds favour with the Government, as we can depend upon the Traffic Department to safeguard the interests of local motor-car owners.

THE NEW 'BUS SERVICE.

The new service recently commenced by the Hong Kong Hotel Garage is proving most popular. Almost every bus which passes is full to the door and we have heard rumours that summonses have been taken out for overcrowding. It is clear that the Company's servants have to go to work with regulations, that it is almost impossible to check the rush each time the bus stops.

The route is also a popular one, and Club members at Happy Valley are full of praise for the service which enables them to stay another quarter-of-an-hour at the Club and still get back to town at schedule time.

Last Sunday morning numerous groups of Chinese ladies and little children were collected at each stopping post to "enjoy a ride in the wonderful big buses with nice soft seats," as the writer heard them described. It certainly was an enjoyable experience for many of the poorer class who made through trips—1st class—from West Point to Causeway Bay and back for only 20 cents. One also cannot make the trip without admiration for the drivers who show commendable skill and care in manipulating the big vehicles through the crowded streets.

CASTLE PEAK ROAD IMPROVEMENTS.

At two points of the Castle Peak Road the P.W.D. are busy engaged in road alterations and improvements. Both places are close to Castle Peak and are directly behind sharp bends. At one spot part of the hillside at a corner is being demolished with the intention of eliminating the corner altogether. The other operation is along the last stretch before the Cafeateria where the road surface is being re-laid and raised. The Lai Chi Kok Road corner just before the Chinese Fruit Preserving Factory will soon be non-existent. The straight road by the residential houses is now complete and will soon be opened to traffic.

AT HONG KONG.

It has been noticed that curbstones are being laid at certain sections of the Praya East Road commencing from the Naval Canton to the end of Wanchai. A bridge parapet over the little "creek" has also been erected some 40 feet from the existing curb. It is evident that the work will not be completed just yet, but when finished it should be an answer to the problem of tapping the traffic through Queen's Road East, Wanchai. Vehicles for Causeway Bay and further on will not need to crowd with the traffic for Happy Valley through Wanchai.

AUTUMN AND MOTORING.

Autumn has arrived and once again motoring proves itself about the best pastime in the Colony. During the summer motor traffic admittedly is not scarce, but the trip is generally made in a hurry and with a destination in view—(Continued on next column.)

CAR CONTROLS.

STANDARDISED POSITIONS RECOMMENDED.

AN OVERDUE MOTORING REFORM.

The Society of Motor Manufacturers and Traders has issued a recommendation for standardised controls on private motor-cars and commercial vehicles.

The effect of the recommendations, in so far as the control pedals are concerned, is to provide that while the clutch pedal remains in the accepted position on the left-hand side of the steering column (looking from the driving seat), the pedal operating the foot brake is accommodated on the immediate right of the steering column, with the throttle pedal on the outside. The layout thus suggested should go far towards minimising the risk of accidents through a driver inadvertently accelerating under the impression that he was in effect applying the foot brake. While it is not to be supposed that this has in reality been the cause of many mishaps, the danger has often been present in the past where a vehicle was being driven with two important controls in positions differing from those with which the driver may have been previously familiar.

The recommendations that have been evolved on the question of the position of the hand-brake lever and the ignition and throttle levers, have been such as to provide that when it becomes necessary for the driver to retard the momentum of his vehicle, he shall accomplish this by drawing the necessary levers towards him. After all, this is the natural movement, for one instinctively braces oneself backward in any attempt to arrest forward movement. This being so the recommendations provide that to advance the spark the ignition lever shall be pushed away from the driver, while the throttle is opened by a similar movement of the throttle lever. It has always been something in the nature of a paradox that in certain cases the spark has been advanced by the appropriate lever being operated towards the driver.

Whether for central change or for right-hand change the proposals are that the hand-brake lever shall be on the outside of the change speed lever, or in other words, that the driver shall have the latter lever nearest to him. To apply the hand brake the direction of movement is to be towards the driver. Simplification of the gear change positions is also suggested.

generally the beaches. The evening during a week-end is perhaps the time when motoring is most enjoyed. The slight nippiness in the air also stimulates vigour in the driver who murmurs inaudible thanks for the privilege of the "freedom of the road."

AUSTIN "7" FOR 1929.

Although no material alterations appear in the Austin "7" models for 1929, there are, however, several slight modifications in appearance which will be of interest to prospective owners. The general appearance of this small car has been greatly improved by slightly raising the radiator so as to give a better body line. The bonnet does not slope downwards, but keeps the same level from the wind-screen to the radiator-cap. The head lamps too, have been placed as on other cars, between the radiator and the mudguard, and not, as formerly, on both sides of the wind screen. Priced at £135, the new model should make a distinct appeal.

AMERICAN SMALL CAR.

7 H.P. AT \$27.

A two-seater car with a four cylinder air-cooled engine of about 700 c.c. capacity, at just over \$27 is the latest American bid for the small car market. The car will be known as the "Dart" and its manufacturers—the Martin Aero-plane Factory of New York—intend to turn out this car at the rate of 300,000 per annum.

One of the most striking features of this car is that the packing case in which the "Dart" is to be delivered is weatherproof and thief-proof and is fitted with hinged doors so that it can be used as a garage!

FISH SPIRIT FOR MOTOR-CARS.

EXPERIMENTS WITH A NEW FUEL.

A time in the near future when the motorist may talk of his car's "fish-power," and boast of the miles he gets to the haddock or herring, was forecast by experts at the World Fuel Conference in the Imperial Institute, South Kensington.

Successful experiments are now in progress for the production of motor spirit from fish which is valueless as food. Results so far have been excellent. Spirit suitable for the modern motor-car engine can be extracted from waste fish by a special process, and research is being continued.

Excellent motor spirit is also being made from vegetables, wood, tar, and shale.

Another interesting fact which emerged from the highly technical debates concerned the development of new types of motor engines.

Russia has express railway engines working between Moscow and Baku driven by Diesel type motor engines with heavy oil as the fuel. The engines develop up to 1,200 horse-power.

Working Costs.

The present tests are insufficient to provide a complete comparison with a steam locomotive of similar power. The working costs of a Diesel railway engine are, however, only 75 per cent. of those of an equivalent steam engine.

British railways are alive to the possible development of the Diesel locomotive, and it was stated that the London Midland and Scottish Company are carrying out trials with a 500 horse-power locomotive of this type.

Better organisation for the British coal industry was demanded by Lord Aberconway, who presided at one of the sections of the conference.

"Here in England," said Lord Aberconway, "we have no organisation in the coal industry. In Germany, the home of organisation, we find the coal trade in a position of comparative security, with the regulation of output and prices, and with associations able to deal with mine-workers and coal producers."

"We have nothing of the kind here although we are the oldest coal producing country in the world."

A resolution demanding an agreement among the nations for an exact classification of the grades of coal was passed on a proposal from Sweden.

Dr. Margaret Fishenden, of the Fuel Research Board, who is the only woman delegate to the World Power Conference, read a highly interesting paper to the men experts on the comparative values of what she calls "social fuel"—gas, electricity, and coal for domestic purposes.

This young woman scientist is small and pretty, with short brown hair and a quick, vivacious manner.

Wasteful Methods.

"What we are aiming at," she said, "is to place domestic heating on a scientific basis. At present the methods of heating our homes are wasteful, as well as smoke-producing. We want methods that will give greater efficiency at less cost. That means experiment, because it is not always easy to replace coal by other mediums without increasing the cost."

An inquiry is shortly to be set up into possible outlets for the use of surplus coke gas in industrial areas.

The inquiry will begin as soon as the men necessary to conduct it have been found," stated an official of the Board of Trade. "The National Fuel and Power Committee recommended such an inquiry in its report, and it is upon this recommendation that we are acting."

It will be necessary to have the co-operation of the coal, gas, iron and steel industries. They can supply the men with the necessary experience to conduct the inquiry.

The inquiry will be probably made in two areas, between Leeds and Birmingham. It should do much towards making a more efficient and progressive gas industry.

CARS OF 1929.

BRITISH AND FOREIGN IMPROVEMENTS.

Various small improvements have been made to the Sunbeam chassis, but in no instance have prices of the cars been increased. In fact, those of the Weymann models have been reduced. The range comprises the 16, the standard and long 20, the 23, the 3-litre, and the 35-h.p. chassis. All have six-cylinder engines except the 35 which is a straight eight. The respective prices are £425, £505, £620, £795, £950, and £1,375.

A new two-seater Sixteen has been brought out, and this has a wide dicky seat at the back for two extra persons. The Weymann bodies on the Sunbeam chassis are built on genuine Weymann principles. Both the Sixteen Weymann saloon and limousine cars have been reduced, being now listed at £260 and £275 respectively. The coachbuilt saloon is of a new design and has front pillars of metal. The front seats are adjustable and also the back seat and its squab—a good point. Special attention has been given to ventilation and the body is insulated from the chassis frame. This model costs £695. The headlamps, as on all other Sunbeam models, now have dipping reflectors, the movement being controlled by a small plunger. The Sixteens, like the other six-cylinder productions, have four-speed gear-boxes with off-side control and central chassis lubrication. Wheel-base and track measure just over 10ft. 6in. and 4ft. 7in. The firm is continuing the manufacture of the same types of coachwork on the 20-h.p. chassis as during the past season, and a new enclosed drive limousine on a special long wheel-base Twenty is also available. This costs £290. There is a fixed division dividing the front and rear compartments, and the car will take seven persons and the driver. The wheel-base is just under 11ft., the normal one being 10ft. 4in. The Weymann and coachbuilt saloons—the latter of new design—are quoted severally at £250 and £265. The types of 25-h.p. remain as before. The touring car costs £290, and a further example is the Weymann limousine at £1,100. There are two models of 3-litre—namely, a sports four-seater, which is designed to give comfort without sacrificing speed, costing £1,125, and a four-light Weymann saloon at £1,250. Like all the Sunbeam engines, this 75 and 110mm. unit has overhead valves, together with forced water and oil circulation. This production is of the high efficiency class and is geared to 90 miles an hour and is while it will do over 70 on third and 50 on second. Lastly, there is the Straight Eight, one of the first private owners of which was the Duke of Gloucester. The enclosed limousine costs £1,975, and the enclosed landaulette the same figure. Here the bore and stroke are 85 and 120mm., with a Treasury rating of 35-h.p., and the wheel-base and track measure 12ft. 3in. and 4ft. 11in. respectively.

New Renault Programme.

The two special features in the new Renault programme are the introduction of a new 40-h.p. straight eight and substantial price reductions in the six-cylinder models. The new eight-cylinder has a bore and stroke of 90 and 140mm., and, like other Renault units, has the valves at the side. The cylinders are cast in a single block and have a detachable head. The crankshaft is in one piece, being machined out from the solid, it runs in nine bearings. Gear-drive is employed for the camshaft, ignition is by coil of the Delco type, and there is a twin carburettor with four jets. The normal engine speed is 2,300 r.p.m., but the makers state that it can be run up to 2,800 revolutions a minute. It would be unlikely that the curved bonnet which has been characteristic of Renault cars for more than 20 years should be displaced, and this has been retained for the straight eight. The radiator, however, has been brought forward, and is in front of the engine under the bonnet. This alteration has been made necessary by the increased length of the engine due to the eight cylinders. The result is that all the cylinders are fully accessible, and the stream-line has been made

lower. The water circulation is forced and the air draught is created in the usual Renault way by fans being cast on the flywheel. There are shutters on the radiator, which are thermostatically controlled. A two-disc, dry clutch passes the power to a three forward speed gear-box. Renault servo four-wheel brakes are furnished, and while the front springs are half-elliptical the back suspension is by two oblique cantilevers crossed by a transverse spring. The wheel base is 12ft. 2in., the width is 6ft., and the overall length with the rear trunk and two spare wheels is 15ft. 10in. The chassis price is £1,550. This chassis, like the 45-h.p. six-cylinder one, carries a two years' guarantee. It has been found possible to reduce the price of the 12.5-h.p. six cylinder Monaxix to £225 and the saloon to £253, either coachbuilt or Weymann type. As with the other chassis, only minor improvements have been made. Appreciable reductions have been effected in the price of the Vivax models. For example, the standard saloon instead of being £445 is now £265, the sunshine saloon £400 from £490, the standard open tourer £350 from £415, the sports saloon and folding head coupe £445 from £480, while the chassis costs £35 less at £230. The two four-cylinder models, 9.15-h.p. and 14.45-h.p., remain the same in price and design. The standard four-door saloon with the smaller chassis costs £192. The saloon models can also be supplied with a sunshine top at £30 extra. An example of price in the 14.45-h.p. type is the five-seater saloon at £299.

Swift Models.

Swift, of Coventry, are for the new season mainly concentrating on their popular 10-h.p. model, but

the 14.40-h.p. type will still be obtainable. The Tens now have four-speed gear-boxes. In addition to this important improvement, the rear springs have better anchorage, the object of which is to minimise any shuddering when the brakes are applied on rough surface. Other small technical alterations to the engine and the transmission should tend to improve the performance and the degree of comfort of the car. The lighting and starting set on all models is 12 volt, and there is a three-way petrol tap which allows of a reserve supply. The latest prices of the two and four-seater tourers are £220, the coupe is £235, while the fabric saloon, the sun or shade saloon, and the special sports saloon are listed respectively at £230, £270, and £295. In the sun or shade saloon the roof is divided into two sections which can be operated independently and can be partially or fully opened according to requirements. The roof can be manipulated while the car is in motion by a half-turn of a handle, and after it has been drawn back the position can be locked by a further half-turn. The reverse action closes the roof. As in the case of the fabric saloon, the seats front and back are pneumatic. The four-cylinder engine is 1190cc. The valves are at the side. Gear change is by an off-side lever, the four-wheel brakes are worked by pedal, and the rear brakes only by hand, the front springs are half-elliptical, and the back quarter-elliptical, and wheel-base and track measure 8ft. 6in. and 3ft. 10in. The chassis price is £175. The 14/40 has half-elliptical springing front and back and the wheel-base and track are 9ft. 6in. and 4ft. 6in. The touring cars cost £275, the saloons, fabric and coachbuilt, £375 and £395, respectively. —The Times.

MAGISTRATE SPEAKS HIS MIND.

ARE MOTOR COACHES DANGEROUS?

A London police-court magistrate, who was hearing a number of cases in which drivers were summoned for exceeding the speed limit, said: "These charr-a-bancs are very dangerous contrivances; they are driven with great recklessness and are a great inconvenience to other people."

A driver who had been summoned wrote that he could not attend the court because Saturday was the busiest day of the week. The magistrate remarked: "I hope he gets caught this Saturday."

It does not seem proper, says The Commercial Motor, for a magistrate to express the hope that someone shall commit an offence against the law, and it is obviously misleading and prejudicial to the course of justice for a man in his position to say that the motor coaches are very dangerous contrivances. It is possible to prove that nowadays, when the unsuitable vehicle is rarely used for coach purposes, the motor coach is one of the safest vehicles on the road, well driven, with its brakes in good order and under perfect control. The proof of this is to be found in the rarity of accidents to coaches. They may, it is true, each occupy more room upon the highway than a private car, but a 30-ft. coach will carry and give pleasure to 32 people, whereas two private cars occupying the same road space, do not carry more than a quarter of this number. Thus the charge of inconvenience cannot be sustained.

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MOTORING NOTES (CONT'D.)

FITNESS TESTS FOR DRIVERS.

MEN WHO CANNOT SEE SIDWAYS.

Many countries now exact a medical examination from the drivers of motor vehicles, but Great Britain, France, and Switzerland are not among them.

The Association Professionnelle Internationale des Médecins has inquired into the extent to which various countries in Europe insist on a medical examination before issuing a licence to drive a motor-car, and in a report of the results states that medical examination of all drivers of motor vehicles is compulsory in Germany, Bulgaria, Denmark, Danzig, Estonia, Holland, Hungary, Lithuania, Luxembourg, Norway, Sweden, Poland, and Yugoslavia.

A summary of the report in the *British Medical Journal* shows that in Denmark the following questions have to be answered by the examining doctor:—

The condition of the limbs, whether they are normal or abnormal, owing to amputations, dislocations, shortening, ankylosis (consolidation of the joints), paralysis (incomplete, paralysis), muscular wasting, and other defects.

The degree of visual perception in each eye either without glasses or with those habitually worn. The field of vision.

Can a whisper be heard at a distance of four metres? Are there any indications that the person is suffering from night-blindness, attacks of epilepsy or faintness, mental weakness, or other conditions affecting his physical health?

The doctor is also asked to say whether the person is, in his opinion, fit physically and mentally to drive a motor vehicle. The charge for the certificate, which must be sent direct by the doctor to the police with the person's photograph signed by the doctor, is 11s.

A Common Defect.
A doctor explained that visual acuity means the measure of one's sight for objects straight in front; the field of vision means the portion of space on both sides that the fixed eye can see. He said:—

A person may have very acute sight and be able to read a clock a long way off, but have very poor vision for objects on each side of him; that is a small field of vision. There are a great many people with this limitation. If anyone stands for a time on a busy footway he will be bumped into by a number of people passing, even when there is plenty of room; the fact is that they do not see him clearly and miscalculate the distance.

Obviously this limited field of vision would explain a great number of motor accidents, such as colliding with passing cars or lamp-standards and telegraph-poles. In these cases the drivers may have excellent vision for straight ahead, but do not see things clearly on either side.

It would be well for every motorist to have himself examined as to his field of vision.

JUDGMENT IN DRIVING.

THINKING IN TERMS OF FEET AND SECONDS INSTEAD OF MILES AND HOURS.

A Canadian police magistrate is to be commended for putting forward a suggestion to motorists which, if generally followed, should bring about a safer condition of affairs on the roads. We have ourselves pointed out that some drivers are deficient in their judgment of speed and time in relation to distance, remarks *The Motorist*.

The magistrate really elaborates this point when he advises drivers to cease to think in terms of miles and hours and to think in terms of feet and seconds. Enlarging upon this, he continues: "If an object suddenly crosses your path 50 ft. ahead from where you are sitting at the wheel and you are travelling at 30 miles per hour, you have only one second in which to act to avoid an accident, and only half a second if the object is only 25 ft. away. A motor-car travelling 15 miles an hour is covering 92 ft. per second; at 20 miles per hour it is covering 29 ft. per second; at 25 miles, 36 ft.; at 30 miles, 44 ft.; at 35 miles, 51 ft.; at 40 miles, 58 ft.; at 45 miles, 65 ft. What (Continued on next column).

CANADIAN MOTOR TRADE.

COMPARISONS WITH ENGLISH.

HOW HORSE-POWER TAX HITS EXPORTS.

Some interesting comparisons between the motor trade in Canada and in Great Britain were drawn by Mr. T. Russell, of Toronto, a director of the Canadian branch of the Willys-Overland Company, in a conversation with a representative of the *Manchester Guardian*.

"The expansion of the motor trade from year to year," he said, "is miraculous, but there was never a time when people in the trade were so confident that the expansion would continue. The other side of the Atlantic is far more motorized than here. Canada, with a population of 9,000,000, has as many cars as Great Britain with 45,000,000. If this works (the Willys-Overland Crossley factory at Heaton Chapel) were in Canada you would see the roads leading to it lined with second-hand cars belonging to the workpeople. The ordinary retailer over there sells more used cars, costing from £10 to £50, than he does new ones. Curiously enough, this does not hurt the trade in new cars; it helps it. The man who wants to buy a new car does not do so until he can find a customer for his old one. The more people who are in a position to buy used cars the more will be able to buy new cars."

Handicap Of Horse-Power Tax.

"The second-hand car trade in Great Britain is handicapped by a number of things. The licence fee in Canada is nominal—about £2, as against £10 to £15 here. A tax on petrol is much the fairest way of taxing motors, but the Canadian tax is lower than ours, only 1½d. or 2d. the gallon. Then the horse-power tax limits the trade severely. A man who would readily buy a used car for, say, £25 is deterred by these further charges."

"The horse-power tax also handicaps the British manufacturer in the export trade. In the home market it helps to protect him, but it leads him to turn out a car with a lower horse-power than is popular in world markets. Though the Canadian tariff on British cars is far lower than on others—12½ or 15 per cent., as against 20 per cent. for cheap and 27 per cent. for more expensive cars—very few are imported into Canada."

"We in Canada do a good export trade, especially in commercial vehicles. We used to export parts to be assembled in England, but the Manchester works are now more self-contained. Our main factory at Toledo, Ohio, has now as big an output as is convenient for one plant, and our present policy is to develop the factories nearest to the markets to be served—e.g., Toronto and Manchester."

The McKenna Duties.

Sir William Letts, managing director of the English branch, prophesied vigorous developments in the output of the firm, to begin after Christmas and to continue indefinitely "as long as there is land to build workshops on." Asked as to the possible effect on the business of a change in the Government entailing the repeal of the McKenna duties Sir William said: "You may take it from me the McKenna duties will not be repealed."

should, therefore, be constantly in the motorist's thoughts is the time limit which his speed is setting for him should an emergency arise."

A driver whose perception is thus trained in terms of feet and seconds is much more likely to have his car in constant control, and must be quicker to judge the speed and possible action of some more irresponsible driver. In other words, as it has been very aptly put, it is not space and time behind, but space and time immediately ahead that he may have to reckon with.

Judgment in driving should always be concerned in anticipating the unexpected. Thinking in terms of feet and seconds is a sound policy, and the figures shown in this article should impress upon all drivers the need for concentration upon the job in hand, for particularly in these days of crowded roads, driving does really call for careful calculation all the time.

HOSPITAL AND MOTORISTS.

VIEWS ON PROPOSED CHARGES.

COST OF ACCIDENTS IN ENGLAND £250,000 A YEAR.

Will the Royal Victoria Hospital at Folkestone succeed in obtaining payment of the charges which the Governors have just decided shall be made to injured persons admitted as the result of motoring accidents? writes a correspondent to the *London Morning Post*.

The results of this new move will be closely watched by hospitals, insurance companies, and motorists, for if it should prove successful the example will undoubtedly be followed by other hospitals.

It was stated in the *Morning Post* yesterday that the charge has been fixed at 11s. 4d. a day for each injured person so admitted. In addition, the Governors have reserved the right to increase, reduce, or remit the charge.

For several years the increase in the numbers of road accidents has been causing serious discussion among hospital authorities with the object of finding some means of relieving the strain on their financial resources; but it has been generally agreed that voluntary hospitals have no power to make their patients pay.

In the final report of the Voluntary Hospitals Commission a scheme for a system of compulsory insurance for motorists was mooted. "The proposal would involve legislation," it was stated, "but there is no other way of imposing the charge on those by whom in equity it should be borne."

Insurance Problem.

Sir Arthur Stanley, Hon. Treasurer of St. Thomas's Hospital and Chairman of the British Hospitals Association, told me yesterday that he would watch the outcome of the experiment with great interest.

"I wish them every possible good luck," he said, "but I cannot imagine how they are going to get their charges paid."

"The difficulty is that so few people are insured. You cannot make insurance a condition of admission to hospital, nor can you, after a serious accident, determine the financial position of the injured persons before admitting them."

"It may be said that if a man owns a motor-car he can afford to pay something for the treatment he receives in hospital, but it must not be forgotten that a large number of accidents are caused by penniless pedestrians through their own fault."

"The insurance companies help us admirably and are very sympathetic. But the fact remains that of the £250,000 that motoring accidents cost the hospitals each year, not 20 per cent. is contributed by insurance companies, simply because people do not insure themselves."

The Secretary of the London Hospital also had doubts about the success of the Folkestone scheme.

Urgent Cases.

"You cannot argue with injured people how much they will pay before you take them in," he declared, "and, once they have been treated, there is no method of making them pay."

"I should like to see some form of insurance established which would provide a fund upon which we could draw to recover our expenses."

"On the whole, I have found motorists very generous. We ask them to pay varying sums up to five guineas a week—the full cost of their maintenance—during their stay, and we usually get what we ask."

"There is one man who was treated here after injury in a street accident 30 years ago, and has contributed ten guineas a year ever since."

An official of the Automobile Association held the view that charges could not be enforced.

"I have no doubt that injured motorists would be willing to make their contributions after treatment," he said, "but I do not think charges could be legally enforced."

He pointed out that motorists contributed to their local hospitals in the same way as other people, though probably when injured they were taken to hospitals in other districts.

"For this reason," he added, "I cannot see that motorists are in a materially different position from others of the public."

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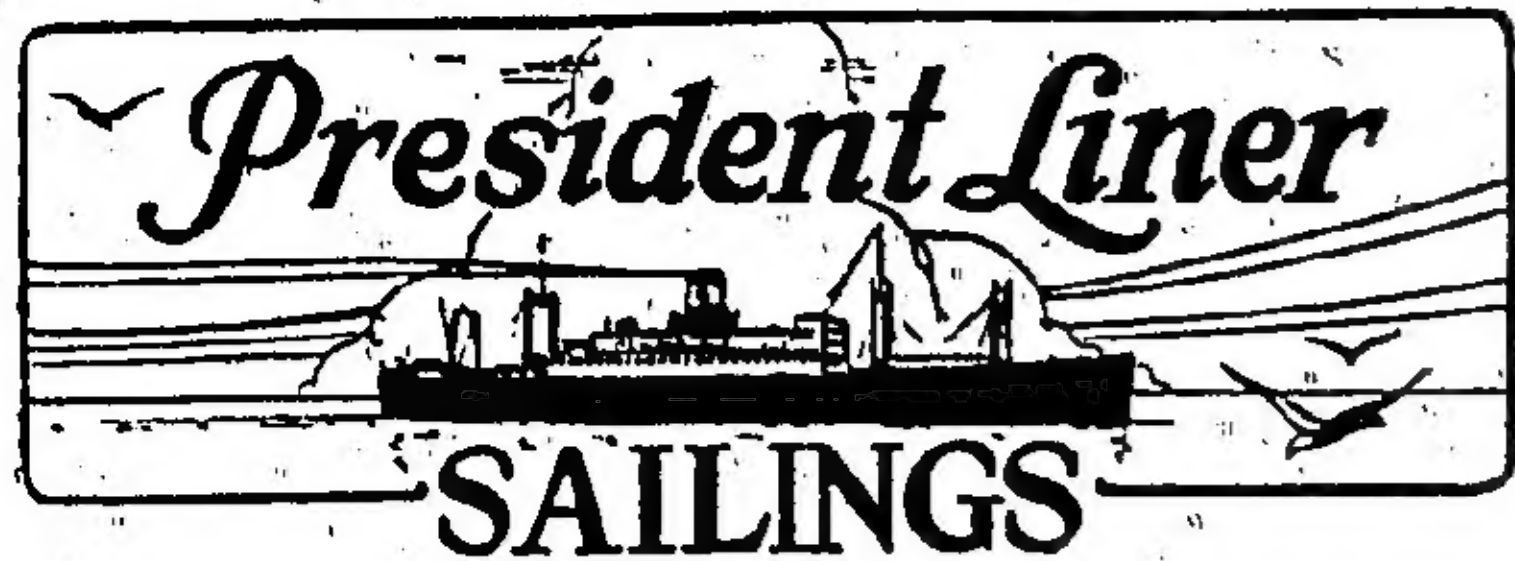
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Pres. Grant ... Tuesday, Nov. 27th
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Pres. Harrison ... Sun, Dec. 2, 8 a.m. Pres. Hayes ... Sun, Jan. 27, 8 a.m.
Pres. Monroe ... Sun, Dec. 16, 8 a.m. Pres. Polk ... Sun, Feb. 10, 8 a.m.

To Manila

Pres. Taft ... Oct. 27th, 6 p.m. Pres. Lincoln ... Nov. 24th, 6 p.m.
Pres. McKinley ... Nov. 6th, 6 p.m. Pres. Cleveland ... Dec. 4th, 6 p.m.
Pres. Jefferson ... Nov. 20th, 6 p.m. Pres. Madison ... Dec. 8th, 6 p.m.
Pres. Grant ... Nov. 27th, 6 p.m. Pres. Pierce ... Dec. 18th, 6 p.m.

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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Oct. 23rd

Previous Day at 2 p.m. On Date at 2 p.m. at 4 p.m.

Barometer ... 30.03 30.09 30.03

Temperature ... 81 85 81

Humidity ... 39 38 36

Wind ... W N N

Force ... 4 2 2

Weather ... B B B

Rain ... 0.00 0.00 0.00

Highest open-air Temperature, 23rd: 80

Lowest open-air Temperature, 23rd: 68

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From October 24th to 30th, 1928.

HIGH WATER. LOW WATER.

Days of Week. Date. Hong Kong Standard Time. Height. Hong Kong Standard Time. Height.

Wed. 24. h. m. h. m. h. m. h. m.

Thur. 25. 7 32 5 3 11 57 4 3

Fri. 26. 6 48 7 0 0 53 4 1

Sat. 27. 7 57 6 1 1 43 3 1

Sun. 28. 8 19 6 7 2 17 3 3

Mon. 29. 8 44 7 3 3 50 3 5

Tues. 30. 9 17 7 7 4 22 3 8

Wed. 31. 10 27 8 4 5 4 4 14

Thur. 1 10 5 1 5 53 4 3

ROUND THE POLICE COURTS.

DOUBLE MURDER CASE.

ANOTHER ADJOURNMENT.

Lo Tung, the Chinese who is charged in connection with the murder of two *fukis* in Woosung Street on the morning of August 19th was again before Mr. W. Schofield at the Kowloon Magistrate's Court. Mr. H. Somerset Fitzroy, Assistant Attorney General, prosecuted on behalf of the Crown, and Mr. Hin Shing Lo appeared for the defendant.

Chang Siu, the accountant of a Chinese tenhouse at 127, Woosung Street, near the scene of the murder, said that he was sitting behind the counter of his shop at about 5 a.m. on August 19th. The tenhouse commenced business very early in the morning. Just before 5 a.m. a wounded man came running to his shop from over the road and asked for a police whistle. The man was holding his abdomen and blood trickled over his hands. A Chinese who was having tea came forward and gave the man a whistle, who blew it and ran in the direction of a tea house further on. The hearing was again adjourned.

"ANOTHER GUESS COMING."

"He had another guess coming," as the Americans would say, when a Chinese deportee was brought before Mr. W. Schofield at the Kowloon Magistrate's Court yesterday on a charge of returning from banishment. Blatantly the delinquent told his Worship that he "guessed" his time was up and that he could return to Hong Kong when he liked. The Magistrate reminded him that he was deported in 1920 for ten years, and now that he had returned before the expiry of the ban placed upon him he would have to go to gaol for six months.

TRAFFIC SUMMONSES.

EUROPEANS FINED.

A number of traffic summonses were heard by Major C. Willson at the Central Magistracy yesterday several Europeans pleading guilty to failing to renew their licenses. The following defendants pleaded guilty and were fined 85.

Mr. B. Pasco, of Messrs. Brewer & Co., E. D. Shank, of the Hong Kong Excavation and Pile Driving Co., Mr. S. H. Langston, of the Nestle Milk Co., Mr. R. Gordon, of Messrs. Jardine, Matheson & Co., Ltd., J. Gould, of Messrs. Gould & Co., brokers.

In addition there were several Chinese defendants who appeared on similar summonses and were each fined 85.

WAITING FOR HIS DAUGHTER.

Mr. K. Woo was summoned for causing obstruction by leaving his car, No. 1743, at a corner in Queen's Road Central.

Sergeant McInnes said that the obstruction occurred at the corner of Queen's Road Central and Pottinger Street. The defendant was told to move away at 3 p.m. but half an hour later the car was still in the same position. The defendant said that he was waiting for his daughter. Fined 85.

A GOOD RECORD SPOILT.

The driver of motor lorry No. 366 was summoned for driving at a speed dangerous to the public. Inspector Alexander informed his Worship that the defendant had been driving for seven years and had a clean record. Traffic Sergeant Baker who made the arrest said that the defendant drove the lorry from No. 2 Police Station to Duddell Street at speeds rising to 25 and 30 p.h. The speed limit was 15 m.p.h.

In imposing a fine of 810 his Worship remarked that it was a pity that the defendant had spoilt his record.

RACE AT ABERDEEN.

At the instance of Sergeant Hopkins the chauffeurs of cars No. 298, 354 and 420 were summoned for dangerous driving on the Aberdeen Road near the Distillery. Sergeant Hopkins said that they were driving at a speed of 25 m.p.h., and were apparently racing each other. All three defendants were fined 815.

A taxi-cab driver was also fined 810 for speeding along Des Voeux Road Central at 30 m.p.h. The driver of car No. 434 was summoned as the instance of Inspector Alexander who said that the defendant drove his car in Morrison Gap Road at 30 m.p.h. on October 10th at 11 a.m. The defendant was fined 815.

BOAT MISTRESS SENTENCED.

A CASE OF CLOTH THAT WENT AMISSING.

"CHENAN" CARGO.

Several tallymen gave evidence yesterday afternoon in Major C. Willson's Court when the mistress of cargo boat No. 1839 was charged with the theft of a quantity of cloth and on an alternative count of receiving the goods.

The evidence disclosed that several cases of cargo were discharged into the defendant's boat from the China Navigation vessel *Chenan* on October 10th to be conveyed to the Taikoo godown, but that through some mistake on the part of the tallymen it was not discovered that night that one case was not delivered. A police search of the boat the next day brought to light packages of the missing cloth, while the packing case was found hidden in another part of the boat.

Mr. C. A. S. Russ, who appeared for the defence, put the defendant in the witness box. She stated that while the case was slid on to her boat from the ship, the packing case broke, throwing some of the contents out. As she feared that the cloth would get soiled, she put it away in the cabins. At the same time she had to take on a cargo of sugar from another place. After the packages had been discharged she sent a *fuki* to the godown to inform them that the cloth contained in the broken case was on board, but the *fuki* returned to say that the godown was closed. The man was sent again the next morning and still found the godown closed. In the meantime the police came in.

A strong plea was made by Mr. Russ on behalf of the woman, stating that she had been carrying cargo for Messrs. Butterfield and Swire for the last ten years and there had never been any irregularity. He contended that there was a doubt in the case which entitled her to be discharged.

Major Willson thought otherwise, and remarking that honesty was necessary in handling cargo entrusted to such carriers, sentenced the woman to six weeks' hard labour.

LOWEST SCOTTISH BIRTH RATE.

REGISTRAR-GENERAL'S REPORT.

It is estimated that the population of Scotland declined between the middle of 1926 and the middle of last year by 4,685. The Registrar-General, in his annual report to the Scottish Board of Health, states that the estimated reduction is from 4,990,638 to 4,985,953. During the period under survey there was an excess of registered births over registered deaths amounting to 35,084, but in the same time the excess of emigrants from Scotland over immigrants into Scotland was estimated at 39,769. The estimated population for the year 1927 was 4,956 in excess of the population as ascertained by the Census of 1921.

Births registered in Scotland during the year numbered 66,672 and equalled a birth-rate of 19.76 per thousand. The births were fewer than those in all previous years since 1855. The number was 5,777 less than that of the previous year, 11,423 less than the mean of those of the preceding five years, and 13,376 less than the mean of those of the preceding ten years. The birth-rate is the lowest yet recorded in Scotland; the previous lowest being that of the year 1917, which was 20.58. Illegitimate children whose births were registered numbered 6,973, the lowest number for any year except 1925.

Marriages registered numbered 32,593, an increase of 1,342 on the previous year, but 329 less than the mean of the preceding five years. Marriages terminated by decree of divorce or nullity during the year numbered 474, or 49 more than in the previous year. Deaths numbered 65,830 and equalled a death-rate of 13.46 per thousand, as against 13.03 in the preceding year. This is the third consecutive year in which the death-rate was less than 14. The infantile mortality rate of the year was 88.7 per thousand registered births.

The Registrar-General notes that the fatal motor-car accidents of the year numbered 448, an increase of 32 compared with the figure of the previous year.

HEALTH AND DIET.

ADDRESS TO INDUSTRIAL WELFARE WORKERS.

The principal session of the conference of the Institute of Industrial Welfare Workers was held at Manchester last month, when addresses were given on diet in relation to industry, health in industry, and the economic value of industrial welfare work.

Sir William Milligan was absent through illness, and his place was taken by Professor V. H. Mottram, of King's College for Women, London. Professor Mottram said that he was not a crank on the subject of diet. He did not ask everybody to eat brown bread for every meal. What was really necessary was a good all round diet. No one who took a mixed dietary need bother about the number of calories or vitamins contained in it. The exact proportion did not matter so long as the dietary was plain and wholesome. It was the working classes who were the principal sufferers from wrong diet because they had to economize on food. The really cheap foods were bad as a basis, but in conjunction with other things they were admirable. Unfortunately people economized on the energy-producing foods, which was wrong.

Professor Mottram said that he had seen statistics kept by Dr. Friend, the medical officer of Christ's Hospital, and they proved that boys going into the school were suffering in growth and weight from the bad feeding of the years 1917-19. Even after special dieting they still showed the marks of those years when leaving the school.

Dr. C. O. Stallybrass, assistant medical officer of health for Liverpool, who spoke on health in industry, made particular mention of the danger arising in certain industries from silica dust. Silica and alcohol, he said, were the two main things which were poisoning the people. Silica dust caused a very high rate of mortality among miners and cutlery grinders. It was breathed into the lungs in minute particles and caused silicosis, which was solidification of the lung. This made the affected lung an easy prey to the germ of tuberculosis, pneumonia, etc. One simple thing had decreased the mortality rate among cutlery grinders. This was the substitution, for the griststone wheel, which produced the silica dust, of the carbide wheel, which did not produce it. In a reference to the Factory Acts, Dr. Stallybrass said that the Acts were practically useless until factory inspectors were appointed. The responsibility of founding the health of the workers had been very largely on the shoulders of the factory inspectors, and nowhere had the work been better done than in this country.

Dr. Stallybrass made a special plea to welfare workers to give more attention to unskilled labour and outdoor workers, with particular reference to sailors. He said that very little was done for these sections as compared with factory workers. The sailor was one of the most deserving of health and one of the prime assets of the Empire, and he had a very high mortality rate.

Lord Askwith, who spoke on the economic value of welfare work, said that welfare workers must not attempt to dictate. They would not be received into an industry by either side unless it was for business purposes. The whole spirit of welfare work was based on a common need and the realization that employer and employee should not work in enmity with each other but in the best of harmony in order that their business might properly progress.

The North German Lloyd's decision to change the British call on the eastward journey of their mail steamers from Plymouth to Southampton has naturally caused jubilation in the Hampshire port, which has recently had to content with the outward calls only. The change will not be made until their new fast liners, *Bremen* and *Europa*, are in commission; and it is principally on account of the speed of these ships that the transfer is being made. Whether the ships come up to the docks or anchor in Cowes Roads to handle their passengers by tender, the facilities at Southampton are rather better than those at Plymouth, although the difference is not enough to justify the change were it not for the all-important factor of convenience. The speed of Atlantic liners would have risen much more steadily were it not for the fact that an extra knot or sometimes even a knot is liable to land the passengers at such an inconvenient time that the ship becomes unpopular. The Plymouth call just suits the speed of the *Mauretania*, enabling the passengers who land there to get to London for lunch, and those who land at Cherbourg to reach Paris in time for dinner, after which the ship proceeds to her base at Southampton. The expected speed of the new German ships and the increased speed of the re-engineered *Columbus* overcomes the advantages of the Plymouth call to the present fleet. The reason that the existing ships are being transferred at the same time is economy, for with increased business the company intends to increase its facilities at Southampton.

PASSENGERS.

Arrivals.

The following cabin passengers arrived here on October 23rd by the s.s. *Atsuta Maru* from Yokohama and ports:—Mr. F. Thiller, Mrs. L. Ward, Miss L. Ward, Mr. H. Kawazoe, Mrs. K. Kajiwara, Miss Y. Kajiwara, Mr. S. Kanehara, Mr. T. Kono, Mrs. K. Kono, Mr. K. Matsui, Mrs. S. Matsui, Mr. C. Shimizu, Mr. P. C. Watt, Mr. H. Kawahara, Mrs. K. Kawahara, Mrs. M. Tsuruda, Mrs. T. Itakura, Mr. K. Mizuno, Mr. Y. Ogawa, Mrs. H. Okawa, Mrs. M. Okumoto, Miss T. Okumoto, Master Y. Okumoto, Mr. E. McMahon, Mr. J. McMahon, Mrs. F. McMahon, Mr. A. L. Moon, Mr. J. Mudaguchi, Mr. M. Takeuchi, Miss D. G. Bulkley, Mr. H. G. Guthrie, Mr. and Mrs. J. F. Shanly, Mr. H. Densley, Mrs. C. J. Densley, Mrs. E. B. M. Goldie, Mr. H. Goldie, Mrs. C. Rhodes, Mrs. A. Rhodes, Miss E. Rhodes, Miss M. Rhodes, Mrs. A. M. Gardiner, Mr. C. T. Salmon, Mr. T. Kameyama, Mr. T. Nishizawa, Mrs. S. Nishizawa, Master K. Nishizawa, Mr. and Mrs. R. L. Parker, Mr. L. J. Glendinnen, Mrs. N. W. Glendinnen, Mr. T. Luxton, Mrs. G. Luxton.

Departures.

The following European passengers left Hong Kong by the s.s. *Paul Laut* on October 23rd for Shanghai:—Mrs. Paterson, Mr. and Mrs. Crozel and child, Mr. Ch. Nopper, Mr. Bathellier, Rev. Fr. Martin, Miss F. Saul, Miss Morgado, Rev. Fr. Marque, Mrs. E. Marquis, Master Figueiredo, Mrs. J. R. Caujoim.

The following European passengers left Hong Kong by the s.s. *Nippon* on October 23rd for Marseilles:—Dr. and Mrs. A. D. Variell, Mr. A. Leach, Mr. and Mrs. L. M. Burntrager, Mr. F. Fuselier, Mr. and Mrs. J. H. Hogarth, Mrs. Charbonnel, Mrs. Starkweather, Mr. T. D. Hughes, Mr. and Mrs. H. R. Harris, Mr. F. Bousard, Mr. K. Kariagin.

"MARRYING" LIVERPOOL TO THE SEA.

MONSTER RING THROWN INTO MERSEY.

The picturesque ceremony of "wedding" the city of Liverpool to the River Mersey was the principal event of Liverpool's Civic Week celebration.

Mounted police, men from the Rodney, Royal Navy Reserve boys from the training ships and representatives of the civic and commercial life of the city joined in a procession which toured the streets before the landing-stage ceremony. They included the Lord Mayor (Miss Margaret Bevan), Sir Archibald Salvidge, the Earl of Derby, and the Bishop of Warrington. Their progress was witnessed by tens of thousands of spectators.

The true symbol of a wedding—the ring—was used to signify the union. It was a monster wedding ring, eight inches in diameter, and weighing 10lb. It was made of bronze, and had on it the inscription, "Wedding to the sea ceremony—Liverpool Civic Week, September, 1928." The feature of the ceremony was when Sir Archibald Salvidge, the leader of the City Council, standing on a platform erected on the river wall, threw the ring into the Mersey. Afterwards the Lord Mayor also threw into the Mersey a large laurel wreath in memory of Liverpool sailors who have lost their lives at sea.

Sir Archibald Salvidge said that Liverpool had revived the ancient symbolism of Venice to express their own feelings of gratitude to, and love for, the sea. In the daily adventure and hazard of shipping many Liverpool's children are ever strong, many the traders of the world come to Liverpool with unshaken confidence for their markets, and many the mariners of the seven seas find here always a safe and certain harbour, he said.

The "Last Post" was sounded after the ceremony, and the Bishop of Warrington dedicated the river to Liverpool's service.

The president of the Berlin police considers that "ruthlessness" is the prevailing feature of the Berlin streets. He points out in a letter to the *Tagblatt* that on July 1st, 1923, there were in Berlin 20,710 power vehicles, compared with 25,718 on the same date in 1926 and 78,400 in the present year. In 1923 there were 2,040 accidents in Berlin streets, in which 87 persons were killed and 1,531 injured. But in 1925 the figures had increased to 11,058 accidents, 162 killed and 5,317 injured; and in 1927 the figures were 21,027 accidents, 144 killed and 9,023 injured. In the first half of this year, he continues, there have been 12,439 accidents, in which 108 persons have been killed and 5,399 injured. The president insists that "ruthlessness" in the streets must be put down whether on the part of chauffeurs who drive in a careless and reckless manner, or that of motor-cyclists who poison the air their fellow-citizens breathe and torment with nerve-racking noise, or of pedestrians who disregard the traffic regulations.

CONSIGNEE NOTICES.

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CANARA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed. Goods not cleared by 23rd October, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO.
Hong Kong, 21st Oct., 1928. [6888]

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamship "SAARBRÜCKEN"

having arrived from BREMEN, HAMBURG, etc., Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained. All Goods remaining undelivered after the 20th of October, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on the 29th of October, 1928. No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized. Consignees are requested to surrender their Bills of Lading to the Undersigned for Counter-signatures.

MELBOERS & CO., Agents.
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 23rd Oct., 1928. [6890]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNER NOTICE.

S.S. "PAUL LECAT."

ARRIVED HONG KONG ON 23rd OCTOBER, 1928.

FROM MARSEILLES, etc.

CONSIGNEES of Cargo by the above named steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuable are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained as the Goods are landed. Goods not cleared within 7 days including date of arrival, will be subject to rent. All Claims must be sent to the Undersigned before Thursday, the 1st November, 1928, or they will not be recognized. Damaged Packages will be examined by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Monday, the 29th October, 1928. No Claims will be admitted after the Goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.
Hong Kong, 23rd Oct., 1928. [6892]

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "KARMAIA"

ARRIVED HONG KONG ON 21st OCTOBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MALTA, SUEZ, COLOMBO AND BATAVIA.

CONSIGNEES of Cargo by the above named steamer are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless Instructions have been given to the contrary 8 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period. All Claims against the Steamer must be presented to the Undersigned on or before 10th November, 1928, or they will not be recognized. No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & CO., Agents.
Hong Kong, 22nd Oct., 1928. [6893]

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	"RUPERT"	On 24th Oct.	5 p.m.
SWATOW, SHANGHAI & BANGKOK	"KWANGTUNG"	On 25th Oct.	Noon
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 25th Oct.	9 a.m.
SWATOW & BANGKOK	"KWEIYANG"	On 25th Oct.	Noon
HOIHOW & BANGKOK	"CHINHUA"	On 25th Oct.	Noon
SHANGHAI, NEWCHANG & DALNY	"YINGGOW"	On 25th Oct.	2 p.m.
AMOI, SWATOW & BANGKOK	"ANTUNG"	On 29th Oct.	6 a.m.
HOIHOW, PAKHOI & HAITHONG	"TEAN"	On 30th Oct.	10 a.m.
AMOI, SWATOW & TIENTSIN	"SUIYANG"	On 30th Oct.	4 p.m.
SHANGHAI	"YUNNAN"	On 31st Oct.	3 p.m.
SWATOW & SHANGHAI	"LINAN"	On 1st Nov.	Noon
WANHAI, CHONGPO & TIENTSIN	"KUBICHO"	On 2nd Nov.	4 p.m.
HOIHOW & BANGKOK	"KAYING"	On 3rd Nov.	Noon
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 4th Nov.	9 a.m.
SWATOW & BANGKOK	"KALGAN"	On 4th Nov.	Noon
SHANGHAI, NEWCHANG & DALNY	"LUCHOW"	On 4th Nov.	2 p.m.
AMOI, SWATOW & BANGKOK	"ANKING"	On 5th Nov.	6 a.m.
AMOI, SWATOW & TIENTSIN	"SINKANG"	On 8th Nov.	4 p.m.
SHANGHAI	"RUPERT"	On 7th Nov.	3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to - BUTTERFIELD & SWIRE, Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Excellent & Most Up-to-date First & Second Class Passenger Accommodation. HONGKONG TO SYDNEY-19 DAYS.

VESSEL	Days Home	Days to Sail
"TAIPING"	6th November	18th November
"CHANGTE"	7th November	14th December
"TAIPING"	4th January, 1929	11th January, 1929
"CHANGTE"	8th February, "	15th February, "

* Calls at Hoio.

For Freight and Passage Apply to - BUTTERFIELD & SWIRE, Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(EIDLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF KHIO"	... Via Suez Canal	25th October
S.S. "PYRRHUS"	... Via Suez Canal	18th November
S.S. "CITY OF PERTH"	... Via Suez Canal	30th November
S.S. "CITY OF CHESTER"	... Via Suez Canal	23rd December

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.)

Subject to Change without Notice.

For Freight and Particulars, apply to - BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "CHINESE PRINCE" ... 9th November

M.V. "MALAYAN PRINCE" ... 5th December

For Freight and Full Particulars, apply to -

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165

(Incorporated in Great Britain)

Telegrams: Farspring

King's Building.

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FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
G. METZINGER ... 8th Nov.	ANDRE LEBON ... 7th Nov.
PAUL LEONAT ... 20th Nov.	CHENONCEAUX ... 21st Nov.
ANDRE LEBON ... 4th Dec.	PORTHOUS ... 5th Dec.
CHENONCEAUX ... 18th Dec.	D'ARTAGNAN ... 18th Dec.
PORTHOUS ... 1st Jan., 1929	SPINX ... 16th Jan.
ARTHOS II ... 15th Jan.	G. METZINGER ... 30th Jan.
D'ARTAGNAN ... 29th Jan.	PAUL LEONAT ... 13th Feb.
SPINX ... 12th Feb.	ANDRE LEBON ... 27th Feb.
G. METZINGER ... 16th Feb.	

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to -

Cie. des MESSAGERIES MARITIMES

Telephone: 1, 651 and 740

3, QUEEN'S BUILDING.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

October 22nd.

Cheong Shing, British str., 1,256 tons, Capt. D. R. Kilbee, from Weihaiwei, which port she left on October 17th, with 2,115 tons of general cargo, lying at buoy No. C33—Jardine, Matheson & Co.

Chinkua, British str., 1,333 tons, Capt. James Pringle, from Bangkok, which port she left on October 13th, with a general cargo, lying at buoy No. B11—B. & S.

Procto, Norwegian str., 1,283 tons, Capt. A. Aukens, from Kamla, which port she left on October 17th, with a cargo of rice, lying at buoy No. C40—K. Larsen Co.

Prosper, Norwegian str., 1,376 tons, Capt. C. W. Engstrem, from Saigon, which port she left on October 17th, with a cargo of rice, lying at buoy No. C40—K. Larsen Co.

October 23rd.

Aki Maru, Japanese str., 6,022 tons, Capt. M. Matsuda, from Yokohama and ports. She left Yokohama on October 7th, with 300 tons of general cargo for Hong Kong, lying at Kowloon Wharf.—N.Y.K.

Gravelle, French str., 1,917 tons, Capt. Jean Poret, from Saigon, which port she left on October 17th, with a general cargo, lying at buoy No. B31—M.M.

Graydon, American str., 5,442 tons, Capt. Griffith, from Shanghai, which port she left on October 21st, with a general cargo, lying at buoy No. A26—Columbia S.S. Co.

Uruca, Norwegian str., 1,109 tons, Capt. G. B. Glosien, from Swatow, with rice and general cargo, amounting to 2,000 tons, lying at buoy No. C35—Thoresen & Co.

Kayong, British str., 1,572 tons, Capt. F. A. Livegrove, from Bangkok, which port she left on October 19th, with 1,800 tons of general cargo, lying at buoy No. A6—B. & S.

Paul Leont, French str., 7,548 tons, Capt. Vico, from Saigon, which port she left on October 16th, with a general cargo, lying at buoy No. A1—M.M.

Saurobrucken, German str., 9,429 tons, Capt. J. Grautz, from Manila, which port she left on October 20th, with a general cargo, lying at Kowloon Wharf.—M.M.

Toba Maru, Japanese str., 2,283 tons, Capt. K. Sato, from Manila, which port she left on October 19th, with a cargo, lying at buoy No. A2—N.Y.K.

Yuan Feng, Chinese str., 600 tons, Capt. J. Miller, from Saigon, which port she left on October 15th, with a general cargo, lying at buoy No. C45—Yuan Sing Fat.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Kobe yesterday at 1.30 p.m. She leaves to-day at 5 a.m. and is due at Nagasaki to-morrow at 4 a.m.

The R.M.S. *Empress of Canada*, which sailed from Hong Kong on October 3rd, arrived at Vancouver on October 20th.

PASSENGERS.

Arrivals.

The following passengers arrived here on October 22nd by the s.s. *Saurobrucken* from Rotterdam and ports:—Rev. Joseph McCullough, Rev. Jeremiah Hogan, Mr. Heera Bhojraj, Miss Margarette Fritz, Mr. Herbert Fountain, Rev. Imre Illes, Rev. Karoly Kirschner, Rev. Jeno Kutasi, Mr. Martin Killus, Rev. Janos Matkovics, Mr. Ernst Ruff, Mrs. Margarette Ruff, Mr. Fritz Richter, Miss Ernst Singer, Mr. Siao Wui Sin, Mr. Robert Clow, Mr. Chen Shao Chang, Mrs. Lilian Beatty, Mr. Charles Brown, Mrs. Antoine Fuhrmann, Mr. Theodor Frick, Mrs. Marguerite Frick, Miss Elizabeth Gomersall, Mr. Andrew Gherardy, Mrs. Elsa Gadow, Mr. Edwin Guignard, Mrs. Madeleine Guignard, Frank Guignard, Ernst Grimm, Mrs. Hedwig Grimm, Irmgard Grimm, Mr. John Hunter, Mrs. Henrietta Hunter, John Stuart Hunter, Mr. Tobias Hunter, Mrs. Hunter, Mrs. Hunter, Mr. W. S. Hall, Mrs. Ethel Hall, Miss Elton, Miss Fitzgerald, Miss Anne Hall, Miss Mathilde Jaton, Mr. Alfred Killing, Mrs. Fehrlin, Annem Kobelt, Werner Kobelt, Mr. John Kleinhammer, Mr. F. M. Kreis, Mrs. Helene Laurenz, Mr. Nedham Luck, Mr. Eugenio Merret, Mrs. Florence McDonald, Mr. Harald Olsen, Mrs. Anne May Olsen, Mr. Leonard Ouwkerk, Mrs. Alexandra Ouwkerk, Mr. Gustav Rudolf, Mrs. Anna Rudolf, Peter Rudolf, Susanne Rudolf, Mrs. Maria Schrage, Mrs. Kathleen Stevens, Mary Stevens, Mrs. Charlotte Valpy, Mr. Alex. Vinokouff, Miss Jean Martin, Mr. Rene Berthet, Mrs. Daisy Berthet, Miss Hilda Carlstrom, Miss Anna Carlsson, Carlsson, Mr. Richard Erikson, Mrs. Elma Erikson, Rakel Erikson, May Erikson, Miss Elma Frolich, Sister Charlotte Gross, Miss Inga Hansen, Mr. Hans Hinder, Miss Anni Jacob, Mr. Hetchard Jernani, Miss Esther Kurz, Mr. Wilhelm Koll, Miss Astrid Larsson, Miss Ida Pfister, Sister Bertha Preisinger, Mr. Rudolf Paul, Mrs. Helene Paul, Miss Helene Roller, Mr. W. C. Rutter, Mrs. M. Rutter, and child, Miss Anna Schonn, Miss Gertrud Sauter, Sister Adele Schweifinghaus, Mr. Albert Soergel, Mr. Wehley Taylor, Mrs. Marcell Taylor, Andre Taylor, Arthur Taylor, John Taylor, Sister Frieda Wehle, Sister Minna Ziegler, Mr. Yu Shao Kwang.

The following passengers arrived here on October 23rd per the s.s. *Sphinx* from Kobe and Shanghai:—Mrs. Noakes, Mr. P. Bathellier, Mr. and Mrs. L. Amidani, Mr. E. Molines, Mr. G. Bousius, Mr. James M. Henry, M. Guerin, Mr. A. Petit, Mr. Chiang, Miss H. Sterng, (Sœurs), Saint Joseph et Ste. Jeanne d'Arc, Mr. M. K. G. Wong and V. L. Wong, Mr. R. H. Rogers, Mr. K. S. Cheng, Mr. and Mrs. S. P. Soong, Miss J. A. Brown, Mr. F. Koo, Mr. Tchoa Tsin Yu, Mr. Yeung King Cook, Mr. Loo Hoi Chun, Mr. Z. P. Tsang, Mr. Y. S. Wong, Mr. Chan Wing Kwong, Mr. Leung Wai Cho, Misses H. Tomulevich and N. Kutakoff, Miss S. Y. Liou, Mr. M. Liang Sew-Ming and Wong Peng Soh, Mr. J. Rodas, Mr. Hauray, Mrs. Percheron and 1 child, Mr. J. Mercus, Mr. D. S. Wylie, Mr. T. Ryan, Mrs. G. Bouillier and 3 infants, Mr. and Mrs. Sellier and 3 infants, Miss Jungaheni, Mrs. H. Dorian, Mr. and Mrs. M. Gerard and 1 infant, Mr. and Mrs. P. Punux, Mr. Blanc, Mrs. and Miss Bihovsky, Miss G. Vehter, Mr. G. Debre, Miss Djang Mei Siao.

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CLEARANCES.

October 22nd.

Aki Maru, for Manila.
Canara, for Moji.
Cheong Shing, for Canton.
Elisabeth, for Singapore.
Empress of Russia, for Shanghai.
Gray Harbor, for Sandakan.
Hai Ching, for Swatow.
Huichow, for Weihaiwei.
Kanda Maru, for Table Island.
Lee Cheung, for Shanhai.
New Mathilde, for Hoihow.
Paul Leont, for Shanghai.
President Jackson, for Manila.
Shinsei Maru No. 6, for Dairen.
Saurobrucken, for Shanghai.
Souchow, for Amoy.
Sphinx, for Saigon.
Tak Hing, for Amoy.
Toba Maru, for Keelung.
Violet, for Singapore.
Yat Shing, for Swatow.

"KWONGSE" STILL ASHORE.

The China Navigation Company's steamer *Kwongse* is reported to be still ashore at Ping Hai Rock. A number of passengers have been transferred from the ship's lifeboats to the s.s. *Linan* which was standing by. This vessel sailed for Shanghai at 4 p.m. on Monday, while the s.s. *Chinkua* arrived at noon and is now standing by the *Kwongse*.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
Today	6.24 a.m.	5.51 p.m.
To-morrow	6.24	5.51
Friday	6.25	5.50

Mr. K. Sahara, Miss De Keratry, Mr. Tija Mah Yan dit Tamandien, Mr. On Tai, Mr. Vi That, Mrs. Tan Yac-and 1 child, Mr. Tang Tang Huan, Mr. and Mrs. Bartlett and infant, Mr. J. P.

